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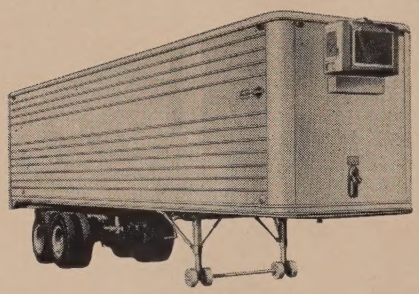
HAWAII Something of the color of this mid-Pacific fishery center glows in this *Pacific Fisherman* staff photo, where a fisherman coils his gear before a backdrop of modern fishing sampans, specialized craft suited to the steep seas of the northeast trades.



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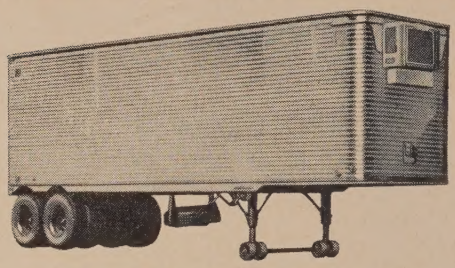

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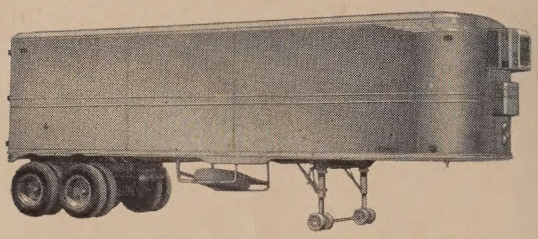

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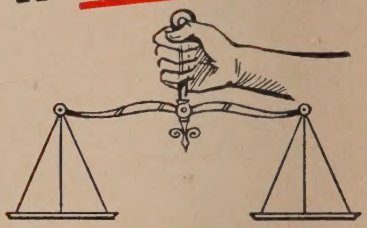

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PACIFIC FISHERMAN

l, 1953 Volume 51, No. 5

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Yoshida Overthrow Threatens Tripartite Fisheries Treaty

Fall of the Yoshida government of Japan threatens the "tripartite" treaty for conservation of the ocean fisheries of the North Pacific. The Yoshida government was committed to this treaty and its policy of international cooperation for the conservation of high-seas fishery resources. A new government may not be so favorably disposed.

Ratified a year ago by both Japan and the United States, the treaty has not become effective because Canada has not completed its ratification in parliament.

1953 Alaska Regulations Return To Staggered Season Opening

Uniform seasons theory for the salmon fisheries of Southeast Alaska is abandoned by the U. S. Fish and Wildlife Service in its 1953 Alaska Fishery Regulations, which return to the staggered-opening plan of former years.

Thus, the three northerly districts will have a main season from July 20 to Aug. 22; while the Southern district shares this schedule.

The middle districts open July 27, closing August 29. The West Coast, and a portion of the Clarence Strait district, with their late runs, do not open until Aug. 5, closing Sept. 2.

In addition to the main seasons, the three northerly districts have an early Chum season, June 24 to July 11. The fall Chum season coincides with that of 1952, but with two additional bays open for fishing.

As forecast, the Nushagak district of Bristol Bay is closed to all fishing save for personal use.

On Prince William Sound the season is closely curtailed, opening July 13 and closing Aug. 5. In addition, some 17 trap locations are closed.

Save for the changes outlined above, the new regulations are announced as conforming with those of 1952 in all significant respects.

Draft Deferment Provided for Essential Fishery Workers

Commercial fishermen and other skilled workers essential to the production of substantial quantities of fishery products in March were granted the same temporary draft deferment accorded agricultural workers.

Selective Service policy on this regard says: "Since food has its source in commercial fishing as well as in agriculture, the principles relating to agricultural manpower shall be applied to classification of registrants engaged in the commercial fishing industry."

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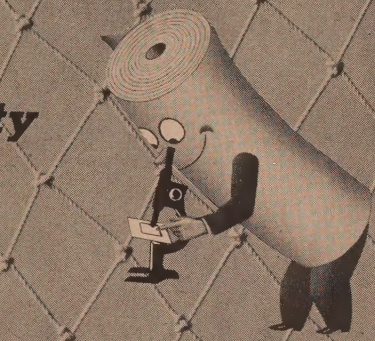

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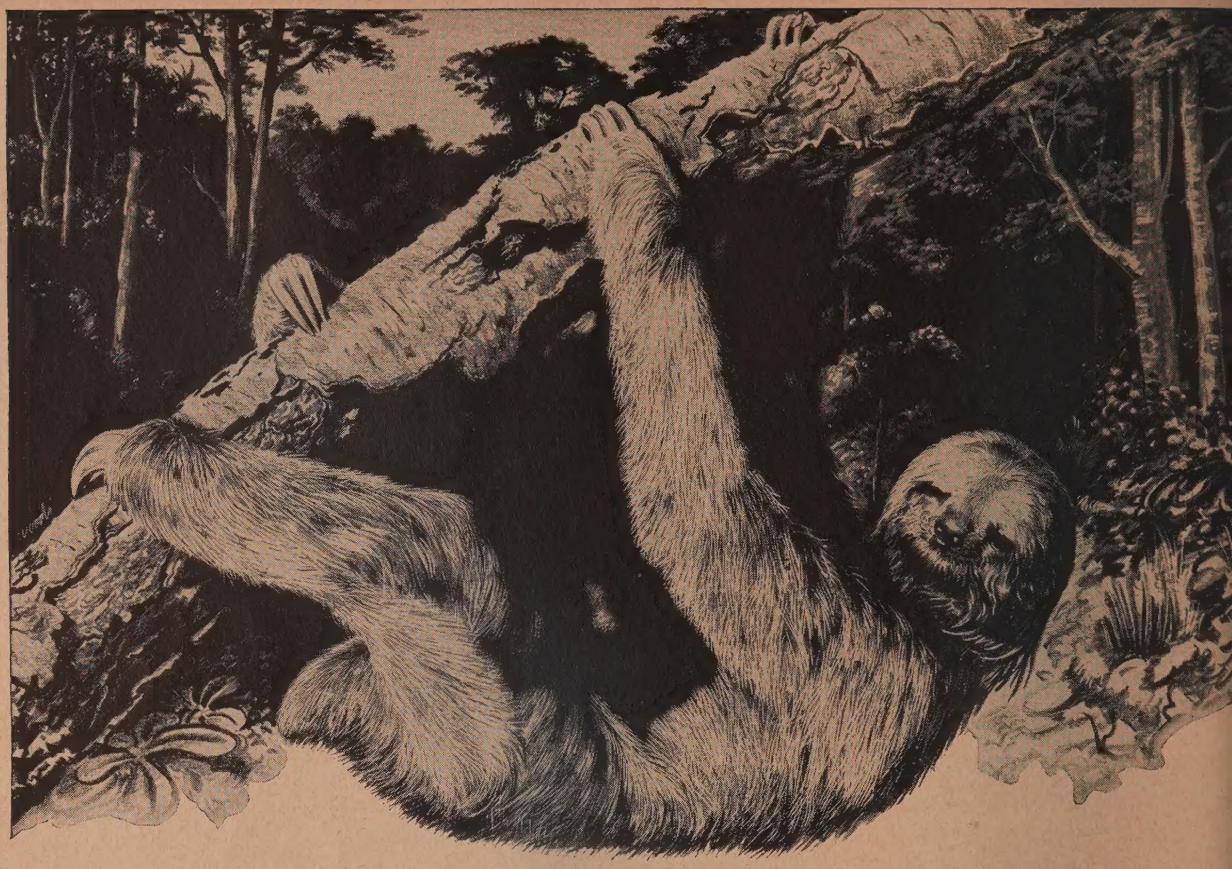

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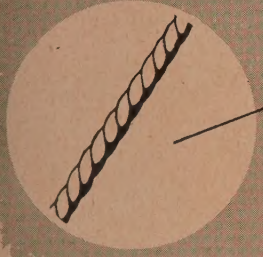

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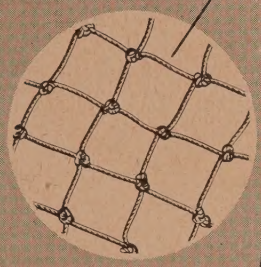

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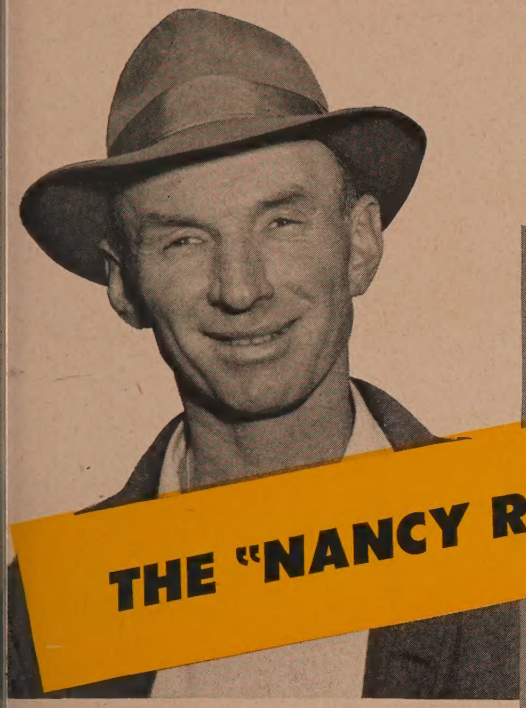
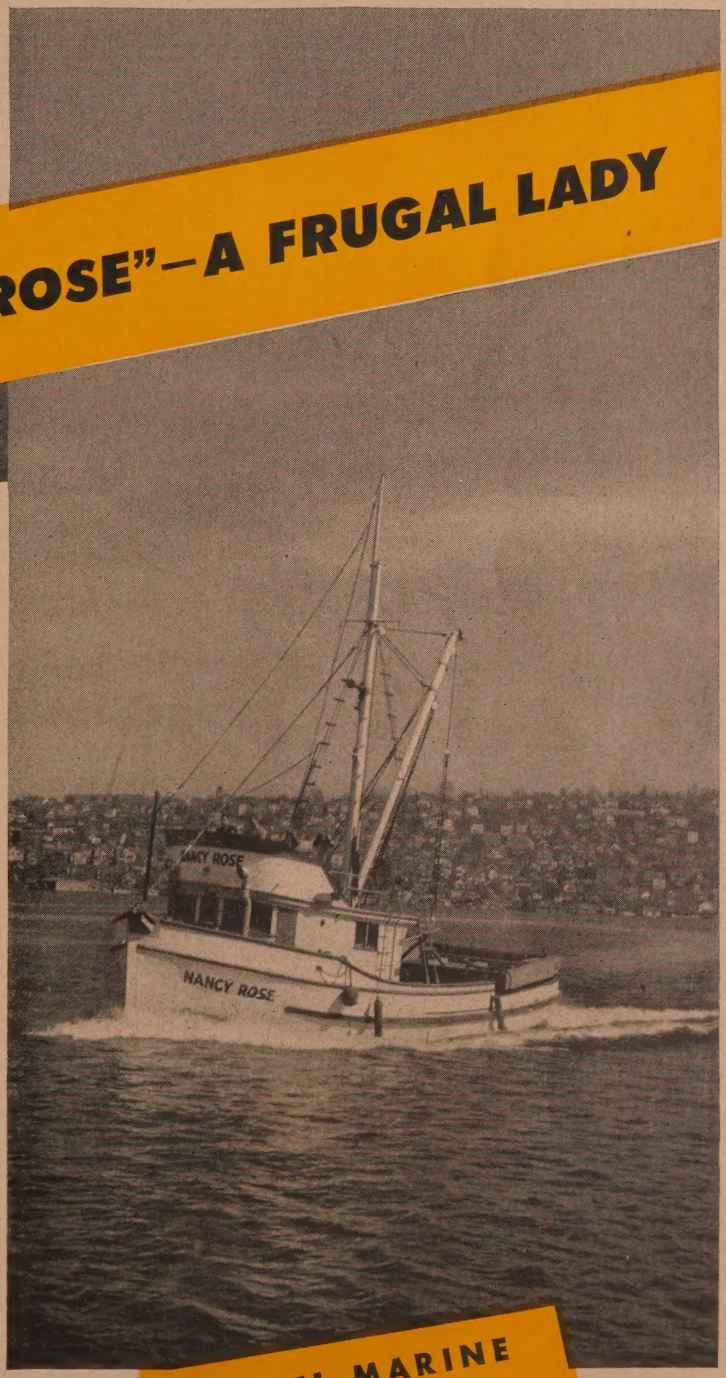


THE "NANCY ROSE"—A FRUGAL LADY



The *Nancy Rose,* salmon and sardine boat t of Gig Harbor, Wash., is a busy, trim craft at does an efficient job and asks little in return.

Her costs are small because her power is sup- ed by a steady, power-laden Caterpillar 13000 Diesel Marine Engine. As the *Nancy se* knifes smoothly out to sea day after day, r co-owner, N. J. Tarabochia, reckons his costs pennies. His boat operates for an hour on ly 70 cents worth of fuel because all Cat arine Engines operate on low-cost No. 2 fur- ce oil — and they do it without fouling! The gine has logged almost 5,000 hours without e cent being spent for repairs!

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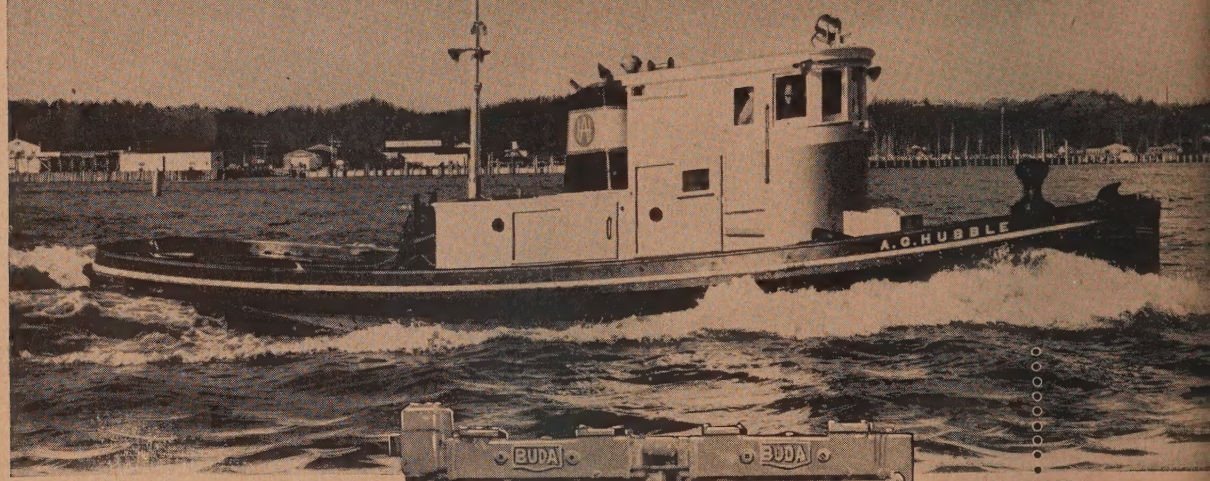

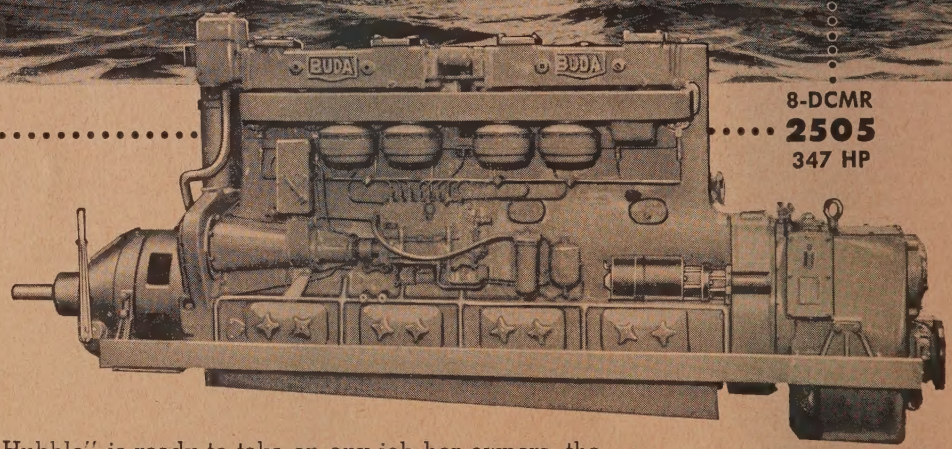

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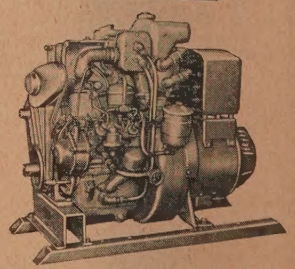

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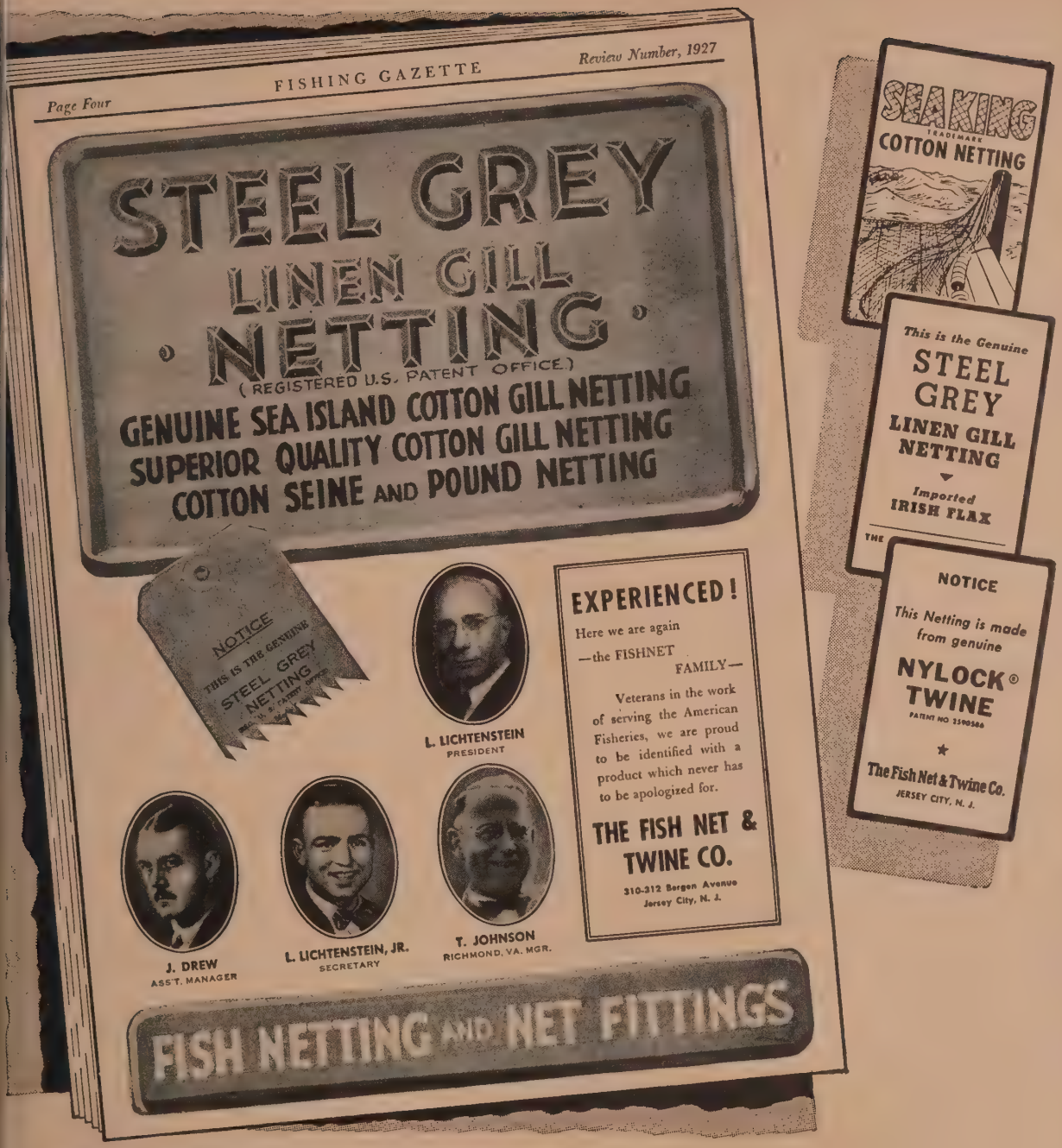

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We ran this page in the trade papers, as shown above, with the exception of photographs which have been brought up to date.

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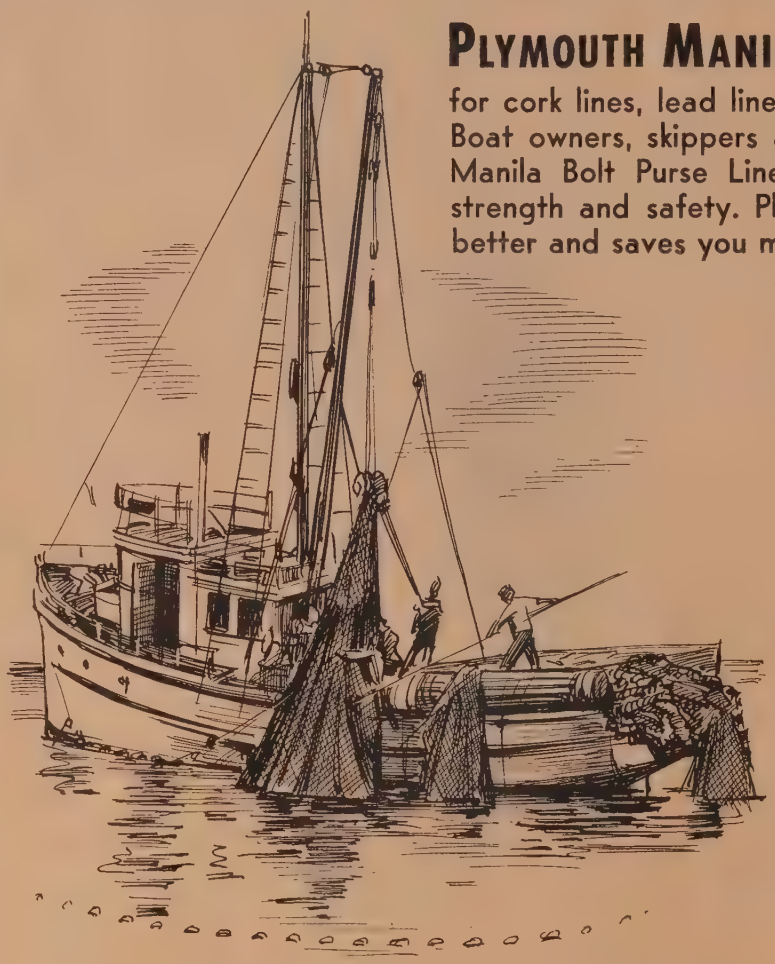

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PACIFIC FISHERMAN APRIL 1953

TERRITORIAL SEAS—
ISHERY PROBLEM NO. 1

ERRITORIAL SEAS, their extent, and the jurisdiction over them have posed problems for maritime nations for generations.

nturies of controversy have crystallized into a few ite concepts, but they have produced no agreement; the "international law" which has arisen from them w only to them who like it.

ime fishery problem facing the United States today at arising from varying views of territorial seas and diction over fisheries which they support.

his problem has been brought into sharp focus by the ch seizure of some 13 American shrimpers in the Bay ampeche, the northward-facing gulf between Yucatan the main coast of Mexico.

t the problem is one of long standing, and only a few s before the Campeche seizures it was emphasized he detention of American tuna fishing vessels by the rnment of Ecuador.

e are not here concerned with the factual basis for Mexican and Peruvian seizures. Regardless of where boats were or what they were doing, the difficulty s from the varying concepts of territorial seas, and differing distances from shore over which the nations e world have asserted their jurisdiction.

or is this perplexing problem concerned solely with ic and sub-tropic seas.

hen the Mexican seized the American shrimpers in Bay of Campeche the Alaska legislature was simmer- and protesting over the fact that the Japanese are aring this April to fish crabs again in Bristol Bay; that the Tripartite Treaty negotiated between the ed States, Canada and Japan contained no provision rving this resource to Americans.

Ottawa, during the debate on a bill to re-define Cana- territorial waters, the headland-to-headland principle delineating territorial waters was warmly espoused, General Pearkes, a British Columbia member, de- ed that he thought it imperative that Queen Charlotte nd and Hecate Strait should be designated as Cana- territorial waters by drawing a straight line from the tern shore of Vancouver Island to Queen Charlotte nd.

his baseline principle of considering territorial waters eginning *outside* a line drawn from headland-to-head- l along the coast has long been espoused by some ons, and took on new authority in the recent decision he World Court in sustaining the Norwegian baseline position in an action with Great Britain. The World Court decision was of specific character, directed at the United Kingdom-Norway controversy, and as such is not all-applicable. It does, however, indicate the development of a trend in international thinking and interpretation.

The North Pacific Tripartite treaty for conservation of ocean fisheries—which as this was written, a year after its signature, had not yet been effectuated through lack of Canadian ratification—reflects another concept:

That conservation of fully-developed, scientifically studied coastal fisheries justifies abstention from these fisheries on the high seas by nations which have not participated in them historically.

This matter of territorial boundaries and jurisdictions at sea is not altogether an international one. The rights of the coastal states to the resources and control of the land and water from the high-tide line out to territorial limits is at the heart of a current controversy in the United States.

President Truman contended that the states' control ended where their shores dipped under the water, and that authority over the resources of such lands and of the waters over them rested with the federal government and not with the continguous states. Undersea oil was the prime consideration, of course, but federal control over the coastal fisheries was a secondary objective. *Of that there can be no doubt.*

Secretary of the Interior McKay, in preliminary expression of the Eisenhower administration's policies with respect to jurisdiction over the 'longshore seas, favored a federal quit-claim out to the three-mile line—save in the case where territorial waters had been claimed further at the time the states (Texas and Florida) became a part of the Union.

This point troubles those fisheries people committed strongly to support of the three-mile limit as a cornerstone of American maritime policy. This position was strongly advocated before Congress by John Real of the Fishermen's Cooperative Association of San Pedro, acting as spokesman for a much larger group, and contending that legislation relative to jurisdiction over the offshore lands and waters should not impair the principle of freedom of the seas, or react adversely to the interests of the American fishing industry.

Clearly, coincidence of these several situations, with all their complications and perplexities, makes solution of the problem of territorial seas and fishery right the primary challenge to America's policy-makers for fisheries.

Switch in Quesnel Power Plan Break for Sockeyes

The International Pacific Salmon Fisheries Commission and all Fraser River Salmon fishermen have reason to be cheerful over the announcement of British Columbia's new minister of industry Ralph Chetwynd that the hydro-electric power dam for the Quesnel River will be located on the north fork rather than on south fork thus safeguarding the Sockeye salmon run on that stream.

Several years ago, as a result of the Cariboo district's demand for cheaper waterpower, it was proposed that a hydro project should be launched on the south fork because such a site would be less costly than the north fork and have access to more power.

However, the Salmon Commission protested that the Quesnel had been one of the most important sources of Sockeye on the Fraser River and that the runs were now being effectively restored. To dam the south fork, it was claimed, would seriously interfere with the salmon resource.

In announcing choice of the north fork Chetwynd said the decision would be hailed as "a progressive step." The north fork site can be developed at a cost of about $27,000,000 and 89,000 hp. will be produced "without losing a single fish," according to the minister.

Extensive surveys will have to be conducted before construction can be ordered.

Heintzleman Rated Sound Selection For Governor

General approval of the nomination of B. Frank Heintzleman as governor of Alaska was voiced throughout the fishing industry concerned with operations in the Territory. Certainly he was the candidate favored from the start by the vast majority of fishing people, who have known him for many years as a capable and conscientious man.

While he has had little direct contact with the fisheries during his 35 years in Alaska, fishing people have counted him as comprehending, an administrator of a natural resource dedicated to the *wise-use* concept of conservation.

As regional forester, his principal concern for years has been to bring about the economic use of the forest wealth of the Territory on a sustained yield basis. He has been measurably successful in advancing this enterprise, and the fisheries of Alaska will look to him as governor to use his office to the advancement of sound economic use of the fisheries to the fullest extent consistent with a sustained yield.

In the statements credited to him immediately following announcement of his nomination, Mr. Heintzleman gave indication of what may be expected to prove the new Administration policy with respect to several points affecting Alaska and its fisheries. For example:

Statehood—"There seems no chance for it in the 83rd Congress. We want to bring industrial development to Alaska so we can smooth the way for statehood at the earliest possible date."

Indian Rights—"They should have patents to the land they actually use, but their claims to the wild lands used only for hunting and fishing should be settled and the Indians compensated for any rights they may have."

Transportation—"It is necessary to find a way to eliminate the freq maritime strikes so crippling Alaska."

"Highways must be worked with Canada; and a ferry and b system up the Indian Passage f Seattle to Skagway and Haines sidered seriously."

Appointment of Waino Edw Hendrickson, four-term mayor Juneau, as secretary of Alaska was recommended to the Presiden Secretary McKay. Born in Ala Mayor Hendrickson has lived worked there all his life, earning confidence of Alaskans reflected the general approval which gre his nomination.

Commenting on these appointme the outward-bound governor utt a typical Gruening-ism: "I am lighted that the administration seen fit to fill these offices with A kans" — which of course is exa what Ernest Gruening wasn't.

B. FRANK HEINTZLEMAN Alaskan nominated to be governor of the Territory, with the general approval of the Alaska fishing industry.

E. E. Willkie Is Elected N.C.A. Vice President

E. E. Willkie, president of Pa American Fisheries, Inc., Bellingh Wash., was elected vice presiden the National Canners Associatio the annual convention in Chicago cently.

N.C.A. traditional practice tomarily advances the vice presi to the office of president in the ceeding year. Thus Mr. Willkie's lection is considered tantamount his choice as president of the nati organization for 1954.

Mr. Willkie is a graduate of U. S. Naval Academy, 1921. Whil the Academy, he was a membe the U. S. Olympic Wrestling T and participated in the games in werp. Following service as an en in the Navy, he joined Libby, McN & Libby as a chemist in 1923. In he was made vice president in ch of all operations east of the Roc Europe and Alaska, and in 1945 came a director of the Libby org zation. In 1952 he was made p dent and director of Pacific Amer Fisheries, Inc., Bellingham, W and on January 1, 1953, president director of Cedergreen Frozen Corporation. He is a brother of late Wendell Willkie.

Gillnet Catch Leads B. C. Salmon Production

Pinks accounted for 34% of total catch of salmon in Bri Columbia last year, Chums 21% Sockeyes 20.4%.

Of the total salmon caught du the year, gillnetters accounted 43%, or 65,190,000 lbs., while se accounted for 57,200,000 lbs. or 37 and trollers 27,780,000 lbs. Trap c amounted to slightly more 1,000,000 lbs.

›wfin Tuna Stocks ·ved Semi-Independent

question of whether the Yel- tuna taken from different of the Pacific represent differ- ocks; or whether they are all f one great, widely-migratory tion, has long been considered of the fundamental problems a biology. The answer to this on is regarded as one of the tion stones on which science ild a working knowledge of the and a sound concept of tuna vation.

urrent paper by Dr. William F. fishery research biologist on uff of the Pacific Oceanic Fish- ivestigations, Honolulu, "Pre- ry Report on a Comparison of ocks of Yellowfin Tuna," reach- conclusions which may prove greatest importance.

first of these conclusions re- Yellowfin stocks as at least independent, Royce saying: *probably Yellowfin tuna are ely localized, growing, spawn- nd dying within a few hundred of their birthplace."*

le Royce's data indicate semi- ndent stocks, they also lead conclude that *"Yellowfin tuna be considered as a single spe- f world-wide distribution."*

toyce's conclusions continue to hey should simplify the task of ining the condition of the Yel- tuna resource, as comparative ased on sampling of the com- l catch would reflect the con- of the fishery in the general rom which the catch was made, than casual variations in avail- of fish taken from a migrant tion of oceanic extent.

Tuna Availability Tops 11 Million

Canned tuna availability in the United States market in 1952—disregarding carryover on hand as the year opened — exceeded 11,117,000 cases, a new national record.

Domestic canning, derived from 208,000 tons of raw material, accounted for well over 9 million cases of the total. (This figure includes canned in this country from imported frozen fish.)

Counting the actual imports of canned tuna, including bonito, plus the estimated 1,552,500 case domestic pack from frozen imports, approximately 3,318,850 cases of the 1952 stock was derived from fish taken by foreign fishermen, according to figures collected by the American industry.

The round-figure breakdown for various receiving and canning sections of this country shows that California received 180,000 tons; or 87% of the total; Oregon, 14,000, Washington and Hawaii, 7,000 and the east coast states of Maine, Massachusetts, Maryland and South Carolina, 5,000 tons.

Japan was the largest supplier of raw tuna, contributing 25,493 tons, the large majority of which was frozen Albacore. Peru came next with 6,100 tons; Panama, through the Canal Zone, sent up 1,220 tons; Canada, 532 tons. Other contributing countries were: Costa Rica, Ecuador, Norway, Mexico, etc. Total raw tuna imports were 34,501 tons as against 32,041 tons in 1951.

Turning to the imports of the canned product, it is noted that in each category—In-oil, in-brine and canned bonito—substantial increases occurred in 1952 over the previous year. In-oil canned tuna was 18% ahead; in-brine 103% increase; and canned bonito 32% hike, for an overall increase percentage of 31%.

	1952 Cases	1951 Cases
TUNA IN OIL		
Japan	200,202	116,988
Peru	1,581	44,640
Portugal	697	4,700
Angola	.....	914
Misc.	1,128	5,070
	203,908	172,312
TUNA IN BRINE		
Japan	883,932	410,823
Peru	11,954	28,404
Angola	4,971	2,929
Misc.	5,330	3,175
	906,187	445,331
BONITO		
Peru	634,160	449,385
Chile	20,979	46,686
Misc.	1,126	944
	656,265	497,015
Total canned tuna	1,766,350	1,114,658
Canned in U. S. from frozen imported tuna	1,552,500	1,441,800
Total tuna from foreign sources	3,318,850	2,556,458

In Re: Fish Port No. 1

February 18, 1953

Mr. Elliott V. Bell, Editor
Business Week
30 West 42nd Street
New York 36, New York

Dear Mr. Bell:

We find more interesting than accurate your article on the Boston Fish ier in your issue for February 14. On Page 86 you say "all the fish that nter the Port of Boston—the largest catch handled by any U. S. Port in erms of dollar value."

Referring to the official figures of the United States Fish & Wildlife ervice for 1952, we find that Boston stands fifth in rank among the fishery orts of the United States with 173,000,000 pounds while San Pedro, Cali- ornia, stands first with 385,000,000 pounds. In point of landed value of fish oston stands third, following San Pedro with $38,000,000 and San Diego vith $17,000,000, while Boston is credited with $14,300,000.

The facts of the matter are that annually for many years San Pedro has anked first among American fishery ports both from the point of tonnage nd from landed value of the catch.

Very truly yours,

PACIFIC FISHERMAN

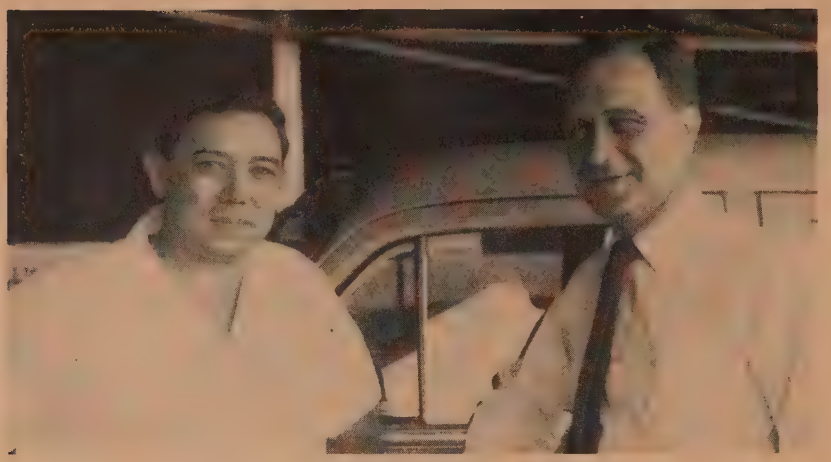
Write Your Own Tuna "Assurance" Statements

Japanese government regulations for export of frozen tuna to the United States again this year will require that American importers submit with their order an "assurance" statement to the effect that the importer needs the tuna in order to meet his orders and supply his market. This is in line with the 1952 rule, but the new version provides that the importer may write the "assurance" pretty much in his own way, just so long as it meets the intent of the Japanese rule.

It is said that the 1952 wording, whose propriety was questioned by some operators in this country, was offered merely for guidance.

Booth Packs Anchovies

F. E. Booth Co., Inc., will pack anchovies at the San Francisco plant, according to A. H. Mendonca, president. The company will probably put up 5-oz. 100s. There will be some modifications made in the plant for the new pack.



FACTORS IN HAWAIIAN TUNA CANNING

C. Fred Steinwascher, standing on the left, is superintendent of the cannery of Hawaiian Tuna Packers in Honolulu. With him in this picture taken by a "Pacific Fisehrman" staff photographer in front of the cannery, is George Goss of the headquarters staff of Castle & Cooke, Ltd., the Packers' parent company.

Early-Year Tuna Pack Up

Southern California tuna industry in the first two months of 1953 packed 237,000 cases ahead of the same period last year. The figures were: 1953, 14,585 tons; 647,208 cases; 1952, 9,531 tons and 409,940 cases.

February's breakdown for Southern California was: Yellowfin, 1,882 tons; Skipjack, 3,523; Albacore, 637, and yellowtail, 14 tons, for a total of 6,056 tons. Case pack total was 257,706 cases.

Fishing was reported as not good anywhere along the Yellowfin trails down to Peruvian offshore waters. Canners had all the hook-and-liners available at sea, and some 30 tuna-seiners were either bound for Mexican waters in early March or had intention of operating in Central American areas.

Of the gross yield of raw material of 14,585 tons for January and February, 2,374 tons was imported either from Japan or Peru, for a percentage of 16% of the total. The breakdown on this was: from Japan, 636 tons, Albacore; from Peru, 176 tons Yellowfin and 616 tons Skipjack. From the latter the motherships *Spicewood* and *Rubma* came to Southern California canneries with frozen fish.

Frozen Products' Success Challenge to Fish Canners

Impressive testimony as to the growth and continuing potential of frozen packaged seafoods was given before the Fishery Products Conference of the National Canners Association, meeting in Chicago, by Harley V. McNamara, president, National Tea Co., one of America's largest chain store organizations.

He cited the fact that four years ago he had said:

"Fish is good food, nutritious food, and economical food. Let's sell it as such. Let's create more acceptance for fish and fish products by better packaging, better quality, better displaying and better selling methods."

Reporting on the developments of the four years intervening, he said:

"Our sales and tonnage on packaged frozen seafoods have shown remarkable improvement; and with further advance in packaging and processing methods our sales and tonnage should continue to improve. The frozen fish industries are coming out now with precooked fish fillets and many other precooked seafood varieties.

"It is remarkable the way frozen ready-to-eat products are taking hold."

Mr. McNamara was talking to a crowd of fish canners, and he did not forget the fact in his enthusiasm for frozen fish and ready-to-heat frozen products. He concluded this portion his address with this challenge:

"Don't fight 'em; join 'em. Try do something with your product offset these ideas. I said previou the canned fish industry has don good job, but now I'm beginning wonder if they are sitting on th hands and trying to live on their p reputation."

"NEFCO—from Sea To World Markets"

In observance of its 85th anniv sary, the New England Fish Co. March published a handsome book entitled; "NEFCO — from Sea World Markets."

Consisting of 128 pages inside cover pages of beautiful natural co engraving, the booklet stands a substantial contribution to the wi knowledge and understanding of fishing industry of the United Sta and Canada, its color, its resourc its products, and its part in provid food for mankind.

As it declares itself, this is "T Story of the New England Fish on its 85th Anniversary," but it more than that, for in large meas it is also a modern report on the f business in the Pacific Northwe Alaska and British Columbia.

Beside tracing the history of company through its 85 years, booklet describes its many produc telling about the fish from which th are derived, the methods of catchi of packing and branding. It is ha somely illustrated throughout, particularly in the color engravin The front cover is a painting of N England fishing as it was 85 ye ago, when the company was organi in Boston to develop halibut busin of the North Pacific.

The book is the work of Harry Beard, research director of the co pany. It is being distributed NEFCO's friends, customers, distr utors, employes and stockholders. though the book is not intended general distribution, a limited qu tity is available at $1.25.

Salmon "Tangle Nets" Outlawed in Canada

Use of tangle nets in the comm cial fisheries of British Colum *after the 1953* season has been p hibited by the Canadian departm of fisheries. The web in nets u in salmon gillnet fishing shall not hung at any place in the cork at a ratio greater than 2½ fath to 1 fathom of cork line.

In order to prevent wastage of and twine and nets already in up the use of tangle nets will be mitted to the end of this year, though it may be found necessary apply extra close seasons during period of the Pink and Chum sal runs.

Frozen Food Wrappers for Seafood

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TOP TOPICS FOR N.F.I. CONVENTION

FOUR THEMES stand-out on the program for the 8th annual convention of the National Fisheries Institute, which convenes in Washington this month — Imports, Government, Merchandising, Quality.

Four major sessions of the meeting will be devoted to these topics, which reflect fully the interest of the membership. (See accompanying article based on N.F.I. members' replies to questionnaire.)

Imports Are Uppermost In Industry's Interest

First session of the convention, Monday morning, April 13, will be devoted to a forum, with a moderator, panel and question-and-answer period, whose subject will be imports and tariffs. No other topic seems as sharply focused in the interest of fishery people today.

The noon luncheon that same day takes up the second theme—Government — as it is exemplified in the Eisenhower administration.

No. 1 Federal Fish Man of the nation will be the speaker—Secretary of the Interior Douglas McKay.

Pacific Coasters Dominate Convention's First Day

Pacific Coast members of the N.F.I. will take a large measure of pride in the first day of the convention, for men from the West largely compose the cast.

Charles D. Alhadeff of Seattle, president of the National Fisheries Institute, opens the convention at the morning session, and presides at the luncheon.

The Imports and Tariffs panel will include E. A. Ruthford of the San Juan Fishing and Packing Co., Seattle, and W. D. Wyatt of the Wilbur-Ellis Co., San Francisco.

At the luncheon the principal speaker—and the featured speaker of the entire convention—will be a man from Oregon, Secretary of the Interior Douglas McKay; and he will be introduced by another Oregonian, T. F. Sandoz of the Columbia River Packers Association.

Super Merchandising Forum

Merchandising session Tuesday morning brings to the convention a panel representative of the large finest and most forward-looking m keting groups in the United State Louis Voron of the Giant Food Stor Washington, D.C.; M. H. Dodd of t Colonial Food Stores, Atlanta; a Richard Hooker of the Food F Stores, Philadelphia. These th chains are among the most progr sive of the Super groups, and th spokesmen's ideas, developed by Jo Logan, president of the National A sociation of Food Chains, acting moderator, are expected to be exc tionally notable.

Quality Is Keynote

Carrying out the thinking whi has featured every N.F.I. conventi of the past, and which over the ye has contributed so much to fishe product improvement, the final for session of the convention Tuesd afternoon is being devoted to the to of Quality.

Chairman of this session is K Envoldsen of Cleveland, whom ma members consider the N.F.I. hi priest of Quality.

The panel session will be preced by a judging of fish and shellf samples.

By-Products Section Plans Comprehensive Program

By-Products Section of the N.F will hold sessions throughout the g eral convention, some of them sim taneously with the programs alrea outlined above. Beginning Monday ternoon, and continuing Tuesday a Wednesday afternoons, the by-pr ucts group will have a more comp hensive program than at any previ convention, with some of the natio leading specialists and technologi participating.

N.F.I. officers will have a numb of pre-convention meetings. The nance and Executive committees m Friday, April 10, at the N.F.I. Bui ing.

Saturday before the convent proper is devoted largely to the me ings of the N.F.I. directors, follow that night by the annual Old Tim stag.

Sunday evening before the conv tion proper will be the Congressio Dinner, when members of the N.F will entertain members of Congre

National headquarters building of the National Fisheries Institute in Washington, D. C. Owned by the Institute, this structure will be inspected by many members for the first time during the convention this month.

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FIVE FUNDAMENTALS FOR N.F.I.

by

CHAS. D. ALHADEFF
President, National
Fisheries Institute

NATIONAL Fisheries Institute has risen to recognized strength, stature and stability, and as we seek to analyze its attainments we find five fundamentals of service to its membership which have built the N.F.I. into the going concern it is today.

Looking ahead, I am convinced that the future will be built primarily on these same five functions—that the Course for Tomorrow can with profit follow the basic pattern of the past; that the national fishing industry of America will be bigger business, better business because of the concentrated devotion of the N.F.I. to service which succeeds.

What are these five fundamentals? I shall state them in brief generality, and then shall comment on each.

1. Representing the fishing industry before the national government.

2. Providing a means for effective approach to specialized problems, such as those of transportation and rates; by-products; fisheries technology; new products; new materials and equipment.

3. Sponsoring product promotion to the end of increased appreciation and consumption.

4. Affording an opportunity for contact with customer and with competitor; and for an understanding of the parts played by human relations in the fish business.

5. Stimulation of quality standards and quality control which raise the level of the business and expand its opportunities.

As I analyze it, these are the five fundamentals of service on which the National Fisheries Institute has built to Strength, Stature and Stability. I am convinced that they mark-out also a fair course for the future.

Let us consider them severally for a moment:

Governmental Representation

The fisheries have special need of an advocate in our national capital because they are concerned with a natural, and national, resource; and because much of our fish is taken from international waters, in competition with the fishermen of all the world. Since natural resources must be conserved, and our rights on the high seas protected, we need — and have—a spokesman.

The increasing complexity of government and business require that *any* industry maintain competent representation in Washingon. This is particularly necessary in the case of fisheries; and particularly necessary at a time when administrations are changing, new hands are at the helm, and new policies are being formulated and applied.

Specialized Problems

Beside the problems common to all elements in the fish business, there are some specialized ones affecting parts of the whole. The National Fisheries Institute provides an effective approach to these problems through its standing committees and sections devoted primarily to such matters as transportation and rates; the tests and research which mean so much in the by-products industry and its market; the technology to which we look for new products and improvement of old ones, for lower costs and higher quality; the study and evaluation of new materials and equipment offered by manufacturers serving this industry.

Product Promotion

The food business is an enormous one, and competition in it is of the keenest. Fish products have outstanding nutritional advantages, but these advantages must be brought continuously to the attention of the consumer if the fish business is to capitalize upon its opportunities, to benefit from its high protein products and their rare and peculiar properties. America's per capita consumption of fish is comparatively low, and here we have at once a challenge and an opportunity of entrancing possibilities.

Through the National Fisheries Institute we as an industry are promoting our common products in the common interest, while leaving to the merchandisers among us the advertising of special products, brands and species.

The value which has accrued to the fish business of America from the product promotion work of the National Fisheries Institute defies accounting. It could not be bought; nor could it be developed without the most careful and continuous cultivation.

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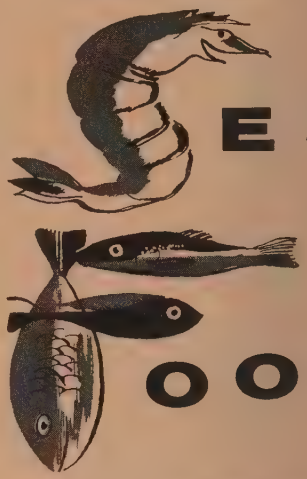

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Individual Contacts

At the risk of seeming to be sentimental I am going to say in all seriousness and thoughtfulness that I, as a businessman and as a member of the National Fisheries Institute, have benefitted richly from the friendships and contacts which that organization has made possible. In saying this, I speak a personal testimony. It is true of our companies as well. We have found in the meetings of N.F.I., and in the contacts they have made possible, boundless opportunities for business-building.

Quality Standards

Stimulant effect of the National Fisheries Institute upon the quality standards of the American fishing industry has been evident from its organization. Here is a continuing influence for strength in the Institute and for service to its members and the American consumer as well. We take pride in our products, but no honest man will deny that they could be better. Nor will any deny that they *are* better by reason of the influence of N.F.I. toward higher standards of quality, closer quality control, and cultivation of the concept that the fisheries find their richest opportunities for growth and profit only where quality is high, and ever kept uppermost in the objectives of the industry.

These five functions I sincerely believe have been fundamental in the growth of the National Fisheries Institute. They mark a course for the future to follow.

A BUSINESS Convention —But Not Solely For Self

EMERGENCE of the out-and-out *business* — buying and selling— aspect of the National Fisheries Institute convention is recognized by virtually all Pacific Coast members who expressed their views to *Pacific Fisherman* in response to inquiries made by this journal as they were preparing to attend the annual N.F.I. convention in Washington, D. C., this month.

Not all of them approve wholeheartedly of the strictly-business development—and of course it is evident that it is difficult to make a clear distinction between business *contacts* and business *contracts*.

Throughout the responses received to this journal's inquiry as to the extent that Pacific Coasters have found a place for business there runs this clear note:

First of all, the convention serves (a) to bring together elements of the industry devoted to the fisheries' common good, (b) to formulate industry policies, (c) to implement them through a national institute, and (d) to sustain that organization as an active spokesman on a national basis.

Secondly, it provides opportunities for contacts and consultation apart from strictly business appointments; so that, as one Pacific broker puts it: "Makes possible to achieve in a few days contacts which otherwise would require weeks."

Apart from these two front-running reasons for interest in the convention is a third: desire to keep abreast with latest developments in policy—as to imports, tariffs, territorial seas; in technology — as in freezing, packaging, breading, precooking; and in merchandising—as in labelling, packaging, advertising.

Finally, Pacific Coasters recognize the growing importance of the N.F.I. convention as a place where business is placed—and that does not always mean where goods are *sold;* it may mean where goods are *bought,* or arranged for. One exceptionally successful Pacific broker puts it thus:

"From the viewpoint of a broker it is much more important to contact the best sources of supply than it is to worry about customers. *We can always find customers if we have the right merchandise.*"

H. Synnestvedt

Neil Taylor

Devoted Service Basis For N.F.I. Success

Not all Pacific Coasters who expressed opinions wholeheartedly approve the tendency to make the convention "a place where business is done."

For example, taking note of this fact, T. Neil Taylor of Norfish Sales Co., Oakland, writes:

"I do not know whether this is a good thing or a bad thing for the industry. I do know that I believe the industry needs an organization such as N.F.I. to represent it in an honest effort to promote intelligent development of fishery resources, and to promote consumption of fishery products for the industry as a whole. It also needs representation on national legislation affecting the industry, or its resources.

"I have a feeling that the original spirit of the earlier conventions was more along these lines, and was less concerned with the more immediate and personal problem of writing up some orders for a product still in God's care."

A former president of the Institute, Harald Synnestvedt, president of the New England Fish Co., Seattle, sounds a somewhat similar note. He acknowledges the growing importance of business done at the convention, but goes on to say:

"Fortunately for the N.F.I., however, there is a hard core of substantial, sound-thinking leaders in the fish business throughout the nation who conscientiously and honestly devote the major part of their time behind the scenes, giving wise counsel and guidance, with the result that sound programs are initiated and the Institute wisely guided along proper lines for the benefit of the industry from border-to-border and coast-to-coast." Mr. Synnestvedt goes on to pay a tribute to N.F.I. President Charles D. Alhadeff, saying: "Mr. Alhadeff is keeping up the tradition. He has made many trips across the country on N.F.I. business. We are most fortunate to get for nothing the brains, the experience, the effort and

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"NAECO" All Codes

the drive toward a continuing, healthy national organization that is brought about by the efforts of such men."

One more quote on a note of caution against making the convention too much of a market place. W. Arnold Waring of the Haines Oyster Co. puts it thus:

W. A. Waring *E. A. Ruthford*

"I have never felt that a convention should be used as a place to take an order book and try to do a year's business just because a group of possibilities are congregated there."

Take Time for Both Contacts and Contracts

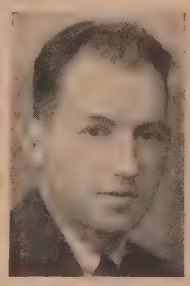
Many members who have abundantly proved by long, intense service their devotion to the Institute as an agency for industry service are finding that the annual meetings also can serve the ends of business directly. For example, none have been more earnest in their services to the Institute than Lionel Shatz of A. Paladini, Inc., San Francisco, and E. A. Ruthford of San Juan Fishing & Packing Co., Seattle. The former writes: "In the past I have had very little time for anything except committee meetings, but now my time is much more elastic than it used to be. I now make a habit of scheduling appointments both for buying and selling; and still can find time to attend all the sessions.

Mr. Ruthford writes: "N.F.I. conventions are becoming a place where business is being done on a substantial basis, and we are finding it saves us a trip East, because we can schedule definite business appointments at the convention and still benefit from the general program of the meeting."

J. N. Hyland, executive sales manager of British Columbia Packers, Ltd., whose American sales companies are Rupert Fish Co. and Robbins, Inc., express the Canadian view: "The annual N.F.I. gathering has rapidly advanced to the stage where it is recognized as a convenient and congenial atmosphere in which to meet buyers and sellers of fisheries products from both Canada and the United States. . . . In four or five days there you can contact customers and associates to a degree which otherwise would require weeks of travel time."

A Chance to Learn

Business is secondary in the convention planning of Arthur Freeman of Freeman Certi-Fresh Foods, Los Angeles. Although he says: "The National Fisheries Convention is a meeting place where much business is transacted in many phases"; but he



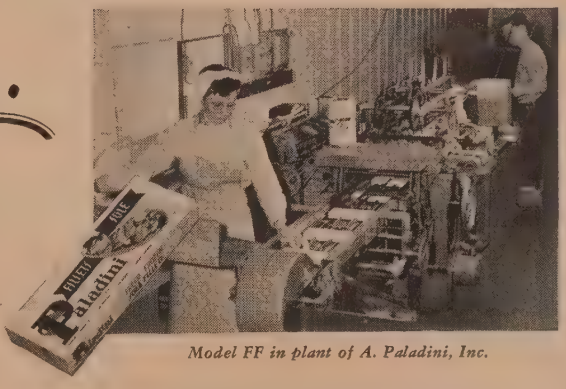
Arthur Freeman *J. N. Hyland*

goes on to say: "But, first, I go to the convention for the purpose of enlightenment. I want to know what is new; what may help me in my thinking for future development of our products."

J. W. Mendenhall of the Ketchikan Cold Storage Co. finds primary value in attendance at the convention because "practically everyone connected with fish goes to the N.F.I. convention."

PACKAGE FOR LESS...

MAJOR SAVINGS in time, labor and materials are yours when you make your *own* cartons and machine-wrap your packages at high speeds . . . Our Tray-Lock Carton Former and Model FF Frozen Food Wrapping Machine provide a combination that's *outstanding for efficiency and economy.*



Model FF in plant of A. Paladini, Inc.

Fast, Automatic Carton Former

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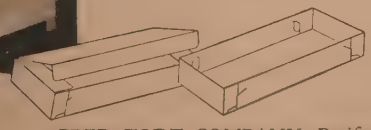
The Model FF wraps over 100 packages a minute. Uses any material suitable for wrapping frozen foods. Improved in-feed prevents spilled matter entering the machine. Special spring-mounted elevator well *automatically* adjusts for slight differences in package size. An electric eye accurately locates the wrapper on the carton. Two simple hand-wheel adjustments provide complete change-over for a different size package. Superior oiling system assures easier lubrication and cleaning.



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FISHERMEN'S CO-OPERATIVE FEDERATION	EUREKA CO-OPERATIVE FISHERIES, INC.	HALIBUT PRODUCERS CO-OPERATIVE FRESH FISH DIVISION

Full of enthusiasm is the testimony of Jack Williamson of Fortune Fisheries, San Francisco, who says: "The National Fisheries Institute and its convention are *MUSTS* for all active concerns in the fishing industry. The convention makes it possible to meet customers, and to develop new contacts, both from a business and personal standpoint. We endeavor to make appointments, but also feel that it is absolutely necessary from the standpoint of information to attend all of the excellent programs scheduled."

Bill Eardley Jr. of the Eardley Fisheries Co., Seattle, finds that business passes at the convention, but that the most valuable results are the indirect ones from new contacts made and old acquaintances renewed.

Buyers On-the-Ball

C. M. Reinke of Reinke & Amende, Inc., Los Angeles, points out that "business" is not necessarily a selfish thing, saying: "I find the convention a place where business is done, not only the business connected with ones firm, but business connected with the fisheries as a whole. The convention is of value to me in planning for the future, and also in buying and selling."

L. H. and Arthur Frohman of L. H. Frohman & Sons, Chicago, question if "much actual selling is done"; but they make definite business appointments with their principals and their buyers, bringing them together to discuss the current and future situation. They report noting that the N.F.I. convention is coming more and more

W. C. Eardley, Jr. *J. Mendenhall*

to be recognized as an important business meeting; and that some "large importers and buying organizations do schedule appointments with large producers."

Pacific Coasters List Most Interesting Topics

We asked Pacific Coast N.F.I. members to mention the "subjects which will appeal most to your interest at the Washington conventions." Following is a tabulation giving the subjects listed in the replies, and the percentage of those responding who specifically mentioned each of the subjects:

Subject	*Percent Mentioned*
Packaging	53
Imports	46
Tariff	40
Exhibits	40
Administrative views	33
Merchandising Ideas	26
Technology trends	26
Freezing methods	20
Labels and designs	20
Packing methods	15
New products	13
New equipment	8
Advertising	7
Breading	7
Pre-Cooked products	6.5
Territorial waters	6
General sessions	6

Some of the comments which accompanied the mention of subjects of interest were particularly illuminating, and are quoted:

"We try to absorb what we hear about marketing from the chain operators who are so close to the housewife, and who are constantly analyzing their trade."

"Interested in whether the trend in packaged fish will be to continue with raw fish, or whether the tendency will be toward breaded or cooked-ready-to-eat."

"We are interested in new develop-

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See your Marathon representative or write Marathon Corporation, Menasha, Wisconsin.

You're welcome at Marathon's Booths 51 and 52 National Fisheries Institute Convention April 13, 14, 15 Washington, D. C.

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packaging that sells food

nents that will improve the efficiency and lower costs in processing."

"The programs are timely and of great interest."

From New York comes the view of Robert L. Stix: "The N.F.I. conventions are a source of establishing business contacts, and for establishing business. The major purpose, however, is in meeting other members of the fishing industry."

Opportunity for consultations to clarify the perplexities of the past and the fogs of the future is counted by W. B. Hall, Seattle manager, Booth Fisheries Corporation, as the No. 1 business benefit in the conventions; although he does schedule appointments during non-meeting periods, and finds them productive of business as well as background and understanding.

Canadian Interest is Keen In Conventions of N.F.I.

Canadians find the NFI conventions of real value to them, and for that reason there will be the usual representation at this year's sessions from north of the border. The delegation from British Columbia may not be as large as some of its predecessors because many of the west coast executives have been doing more long-distance traveling than usual during the past few months and they may find it hard to get away again so soon. Besides, they have seldom had more problems to deal with at home than they have in this fateful spring of 1953.

Most of the Canadian west coast representation will be from the three organizations which do most of the area's business with the U. S.—Canadian Fishing Co., B. C. Packers and Fishermen's Co-operative Federation, all with head offices in Vancouver, B. C.

Norman Hyland, director and general sales manager, and Roy M. Winslow, frozen fish department, will represent B. C. Packers; Roger Hager, vice-president, will be at the meeting for Canadian Fishing Co., and T. H. Sorensen, general manager, will be there for Fishermen's Co-operative Federation. There may be others, including Francis Millerd, of Francis Millerd & Co., and Jack Macdonald, secretary of the Fisheries Association of British Columbia, who plan to attend the Fisheries Council of Canada meeting in Ottawa during April. Several other executives in British Columbia were hoping to make the trip.

"More than ever, Canadian fish packers need to find out what is going on in the industry, especially in its distribution phases," said Mr. Hager, expressing his view of the NFI meeting's significance to Canadians. "The Canadians who attend don't just go for a good time; they go for strictly business motives and I personally have always felt that attendance at NFI was well worth while. No other meeting offers the same opportunity for meeting the trade and studying competitive trends."

"We always learn something from the NFI convention," commented Mr. Hyland, "and we usually find that we can do business there because it's a convenient way of bringing producers and customers together."

Mr. Sorensen is impressed by the international aspects of N.F.I. and the opportunity afforded to deal with Canadian fisheries problems. "Canada certainly isn't neglected, even though Canadians are naturally in a minority at the N.F.I. convention," said Mr.

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Sorensen. "Quite often the Canadians make up for lack of numbers by their active participation in discussion. Apart from the chance of meeting customers and listening to the experts give their views of what's happening and what's likely to happen in the fishing business, I find the exhibits particularly informative. Every year I'm sure that most of the delegates realize how little they know about their industry and how much there is to learn simply by seeing what the other fellow does and h he does it."

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Sales Promotion "Life Blood" of N.F.I.

by

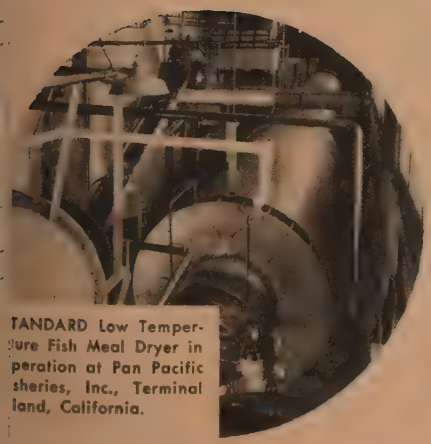
MAURICE RATTRAY

N.F.I. Vice President, Region V.

Region V has again this year been rectly in the center of NFI activies, having a Northwest man, harles D. Alhadeff, as National president. Harald Synnestvedt is a former resident, and I think it can be said at both men have made a valuable ntribution to the sound business anagement of the organization. hen Mr. Alhadeff attended and preded over the executive committee eeting held in New York last October he encountered certain financial difficulties that threatened to seriously curtail the all-important public relations program. Under his direction the committee took actions that have had very satisfactory results both in bringing payment of dues to a more current basis and arranging voluntary contributions expressly earmarked for "Public Relations." The public relations activities of the National Fisheries Institute, which could as well be described as *"Sales Promotion Activities,"* are the life blood of an organization of this kind, particularly as we encounter declining meat prices, advertising programs of meat and competitive products, and the increase in total supplies through the medium of imports.

Perfected **Low Temperature Drying of Fish Meal**

ANOTHER STANDARD FIRST



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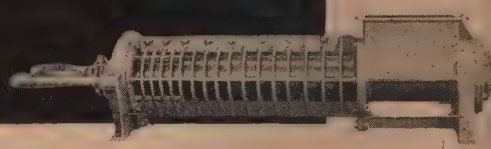

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very common remark in any se of the fish producing business "We sure do have our problems." ily enough you could probably r the same remark echoed in al- st any other kind of business. ut the only time problems seem fade into the background is under ditions of outright War, when pro- tion by and large is sold at a fit before you even start to pro- e it. So it can be said that under mal competitive conditions prob- s are an inherent part of a busi- s operation, and that it is because these problems, and the fact that ny of them have a common de- inator, that most business that rates on a national basis finds it advantageous to maintain a national trade organization. Such questions as Federal legislation; Federal and State fish regulations; Federal assistance of other fish producing countries; Food and Drug regulations; standardization and control of quality; freight and express rates; imports; tariffs; and sales promotion, must be dealt with collectively if results are to be satisfactory and profitable to industry.

We today have a number of important industry problems within this general framework and the forthcoming convention to be held in Washington, D. C. first half April will devote considerable time to discussion and the formulation of policies to deal with them. Probably the one subject that at the moment overshadows all others is imports, and this will be dealt with at the first general session on Monday morning April 13th. Incidentally Gene Ruthford from Region V will be on this panel. I expect some of us have entertained the thought that a change in Administration might effect a change of Government policy with respect to competition from aboard, but on utterences so far heard out of Washington, it looks as though the new Government will pursue a trade policy not dissimilar from that of its predecessor. We seem to have bought the package "More trade, less aid."

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Max Grbelja reports on Fairbanks-Morse 2-cycle diesel performance

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Gentlemen:

I believe you will be interested to know that our six-cylinder, 270 H.P., Model 37 Fairbanks-Morse Marine Diesel Engine recently completed twenty-two years of dependable operation in our fishing boat, "American Boy."

Installed back in 1930, it still develops its original power -- reliably and economically after these many years of hard marine service. Two years ago we installed three new cylinders and pistons. This constituted the only replacement made of major engine parts. The remaining cylinders, pistons, main bearings, crankshaft, connecting rods, etc., have never been renewed.

We are proud of the performance record made by our Fairbanks-Morse engine and we congratulate you for the rugged dependability built into this machinery.

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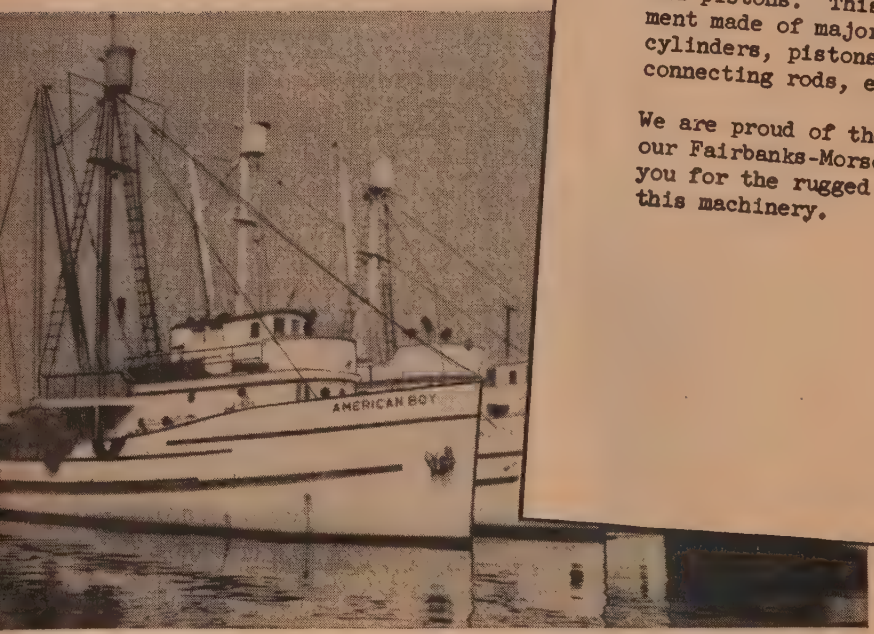
BOAT " AMERICAN BOY"

Max Grbelja



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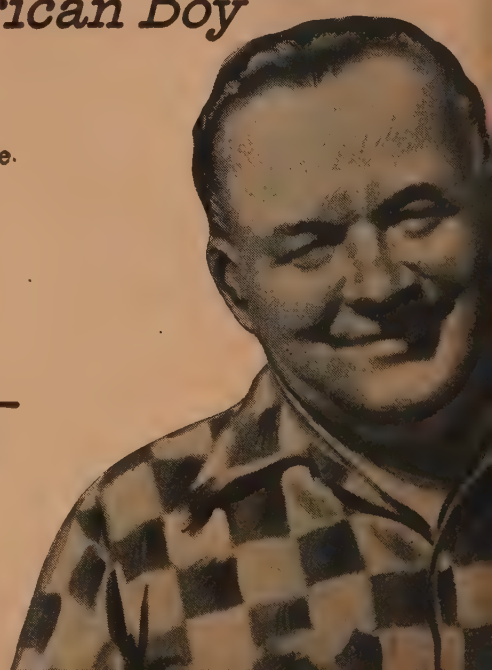

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PACIFIC FISHERMAN'S NEWS
APRIL 1953

BLEAK BLOCKADE DEVELOPS IN ALASKA SALMON NEGOTIATIONS

Alaska salmon negotiations bore a particularly bleak aspect as this issue closed late in March.

Unions and industry were so far apart in their key proposals that the Federal conciliations authorities were asked-in earlier than usual. At pressime the essential machinists contract was just beginning to be considered, a union election having postponed negotiations far beyond the usual date.

Very briefly, the proposals ran about this way:

Unions—General increase of 10% over all 1952 agreement figures. Substantially increased health and welfare program, which would represent an increase of approximately 100% in the cost of this item to the operators.

Industry—Return to the 1951 agreement figures, which were about 4% under those of 1952. Revision of the general contract terms to eliminate complications which have contributed to wasteful practices and controversies over interpretation.

To presstime the inter-union conflicts so productive of loss in 1951 and of delay in 1952 had not yet flared-up; and there appeared some ground for hope that the futility and profitless nature of such jurisdictional jockeying had become apparent to the membership of the unions whose leaders compete for control.

Operators' representatives reported that the most discouraging aspect of the early negotiations was the unwillingness of the union negotiators to recognize that canned salmon as a food commodity faces a critical competitive situation; and that operators generally have not received prices for their 1952 pack covering the cost of production.

Lower costs, they say, are necessary in 1953 if:

1. Salmon is to be sold in competition with 11 million cases of tuna offered at bargain prices; and with meat at the lowest levels in years.

2. The industry is to be able to operate at any selling prices it can expect to receive in the 1953 marketing competition with meat and tuna.

The deadly seriousness of a somewhat similar situation was demonstrated in Canada last year, where much of the season was lost through unwillingness to recognize ugly economic facts.

Flashlight's Feeble Beam Saves Drowning Man

Feeble wink of a worn-out flashlight recently saved the life of Brian M. Walker, Victoria, B. C., fisherman, whose troller *Lone Ranger II* rammed a deadhead off Darcy Island in the Gulf of Georgia and sank half an hour later.

The dull beam of the exhausted man's flashlight was spotted by crew members of a passing Canadian National car ferry.

Clipper "Fatima" Sold

National Steel & Shipbuilding Co., San Diego, has purchased the tuna clipper *Fatima,* formerly the *Sun Padre,* from the Sun Padre Corp.

FIND TRAWL BANK OFF MORRO BAY

It is reported that a new, deep sea bottom fishery with an estimated $3,000,000 annual value has been found in the Morro Bay-Avila, Calif., area by a cooperative research team of commercial fishermen and the State Department of Fish & Game.

A three-day survey resulting in the find was made by department aquatic biologist James L. Squire, Skipper Russell Wilson of the 65′ dragger *Aloma,* and Skipper Peter Burton of the dragger *Empire II.*

The grounds comprise about 600 sq. mi. 140 to 350 fathoms deep, lying 25-30 miles off shore from Morro Bay and Avila.

The research cruise, completed early last month, used special deep trawling gear, and tested Santa Lucia Bank and its shoreside trough. Objectives were to check potential fishery resources and determine if commercially trawable grounds existed in these deep waters.

"Mature and heavy Dover sole were found in quantity and plenty of rock fish were taken, indicating that summer trawling might be as rewarding as that off Eureka," Squire said.

The fishermen, both of Eureka, volunteered their vessels for the research cruise and the Department's Bureau of Marine Fisheries loaned Biologist Squire and supplied nets for the experimental deep drags.

It was only last year that the Department announced its discovery of shrimp beds off the California coast, and opened them for fishing under a quota system. The beds off Morro Bay alone produced 198,000-lbs. — mainly due to pioneering efforts of two drag boats whose skippers gambled that the new fishery would produce rewards. A total of $20,000 income to fishermen, and $50,000 to shoreside packers in the area resulted from the first season's coastwise efforts, according to the Department of Fish and Game.

ILWACO PIONEER PASSES

Roy Hudson Herrold, 79, pioneer Ilwaco fisherman died early in the year. He was born in Sac City, Iowa. After coming to Ilwaco in 1890 Herold worked on salmon traps until they were outlawed. Then he went into the oyster business. In 1912 he combined salmon fishing and oystering on the Naselle River, where he worked until retirement in 1933.

Three sons, including Bernard of Coulsbo and Harland and David of Ilwaco, and three daughters, survive.

Sitka Seiners to Fish At False Pass This Year

A group of Sitka seiners and their crews plan to leave for False Pass to fish for sockeye salmon in May. They are, John Young on the *Patricia May,* W. R. Walton of the *Sea Ranger,* Nick Kasakan skippering the New England's *Al H* and Paul Edwards of the *Ronny,* which he recently purchased from Gilbert Hamilton of Seattle.

DEPOE BAY CRABBERS

Depoe Bay fishermen operating crab boats from Newport this season are Chuck Youngblood and Ted Painter on the 60′ *Uyak* and Eric Lundberg on the *Saga.* Youngblood and Painter are keeping their fingers crossed, wondering just how many of the 500 pots, 250 of them new, they will find after the rough seas subside. All plan to move their pots north later in the season and operate from Depoe Bay.

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UNION OIL 76 COMPANY OF CALIFORNIA

Pacific Fisherman's NEWS

pril, 1953 Volume 51, Number 5

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New Halibut Treaty Opens Door To Split-Season Management Plan

Way was opened wide in March for the halibut commission to apply the "split season" method of administration which it considers essential to full harvest of the resource while providing conservation which will continue the restoration of the North Pacific stock.

In a simple treaty, signed March 2, exactly 30 years to a day from the signing of the original instrument by which the United States and Canada pioneered international conservation of high-seas fisheries, the two nations agreed to changes in the existing treaty which will:

1. Change the official name of the commission to "International Pacific Halibut Commission."

2. Permit the commission to establish more than one open season in an area per year.

3. Permit the commission to permit or to prohibit the landing of halibut taken incidentally to other fishing during the open halibut seasons.

4. Increase the membership of the commission by two to six.

The treaty has been in the process of negotiation for a period of six years, during which industry opinion has gradually shifted to general acceptance of the principle of fishing certain areas at the times when numerically healthy populations are available there.

The change with respect to incidental catches of halibut permits the commission to apply rules to such landings during the open season for halibut fishing as well as during closed periods.

Increase in the membership of each national delegation to three members is generally regarded as designed to meet the insistent Alaska demand for representation of the Territorial industry on the commission, while at the same time retaining Puget Sound and Federal government representation.

"Face" Lost in Shift Of 1953 Opening

The treaty of course must be ratified by the American Senate and the Canadian House of Commons before it becomes effective; but there have been indications from Washington that this may possibly occur before the opening of the 1953 season May 17.

In fixing May 17 for the opening, the halibut commission unquestionably lost "face" with the industry, as a year ago it said in a letter to fleet representatives it announced categorically that it would recommend opening of the 1953 season at some date between June 1 and June 10, depending upon tides.

The early opening announced in direct repudiation of this letter stirred resentment not only because of its reversal of position but also because it has become evident that a portion of the fleet knew of the revised date well in advance of its general announcement.

TORMS HAMPER FISHING

January production along the northn California coast suffered considrable curtailment as the result of a ries of heavy storms that swept e region, keeping virtually all craft nfined to port for extended and freent intervals.

Operations for the period were conned in the main to dragboat activity d crabbing. Bottom fish hauls were od when weather permitted, with over sole continuing to top the seaonal catch.

Many fishermen took advantage of e lull in operations to take postoned vacations or make repairs to aft and gear.

AN FRANCISCANS MOVE NORTH

Three boats from San Francisco rently joined the Eureka crabbing et: the *Ginger, Sea Angel* and *aurine*. All are basing at the Eureka mall Boat Basin.

Moss Landing—Monterey Bay

The *Lanola* is back in Moss Landing, brought down the coast from Seattle by her new owners, Lee and Thelma Bothwell. The Bothwells fished their *Albacore II*, for several seasons out of Moss Landing.

In order to keep busy while they were waiting for a break in the weather up there, Lee skinned a lot of straight fir poles for outriggers and brought them down on the *Lanola*. Always in demand here they are hard to find and Lee should have a good market for them.

* * *

Matt Calendrine of the *Martha Jane*, who has been in the Marine Hospital in San Francisco, came to Moss Landing recently for a brief visit. Matt was high in his praise of the treatment received at the hospital and the splendid service they perform for the men of the sea.

Other visitors in recent days were Arnold Ennis of the *Gladys E.* down from his home in Astoria and Alf Anderson from Eureka. Alf sold his *Lila M.* when he thought he wasn't going to be able to fish again. Now he is feeling fine and is getting back to the sea again slowly by helping to ferry the boat *Josephine* north, for a new owner. "Can't stay away from it," said Alf.

* * *

Nardo Olivieri on the *Three Sisters*, Antonio Ghio on the *Tommy Boy* and John Bassano of the *Lou Denny Wayne* made very good catches of herring in Tomales Bay during the month of February. The catches kept canneries in Monterey and Moss Landing busy for several weeks.

* * *

The Bothwells were high in their praise of Salmon Bay, Seattle's new mooring harbor where many of the northern fishermen base during the winter.

The boat *Tiny Boy* is now named the *Dede. Tiny Boy* belonged to Jack Norman who swapped boats with Bill Tomlinson and came up with Bill's, *Croaker*.

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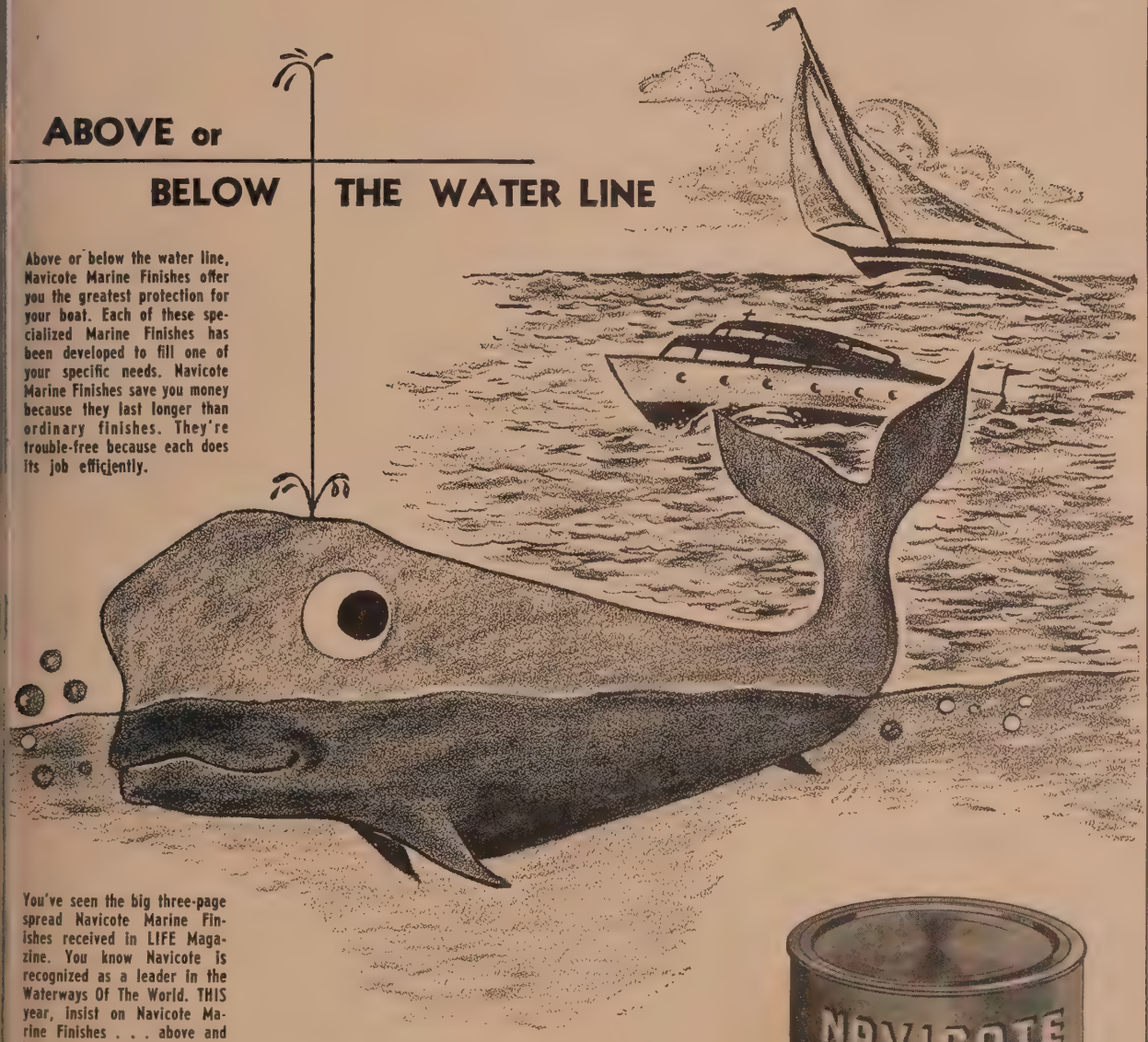

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Petersburg Port Pick-ups

While she was tied at the dock at ake, Alaska, a fire broke out in the alley of the boat *Melody*. Damage as estimated at $800. Morris Grant, wner, came into Petersburg to make ecessary repairs.

Jack Wanberg is recovering from irgery at the Marine Hospital, Se-ttle. He has fished on he *Loui M* and *tar* with *L. Martens* for many years.

Egil Winther, owner of boat *Uni-ak*, went south for medical treat-ent. He was accompanied by his ife.

Ragner Stokke, Petersburg fisher-an, and his wife have purchased the rctic Hotel in Petersburg from *Karl atlen* and *Ed Hagerman*.

Adolph Norberg, local gillnetter, is aving a gillnet boat built at the Mit-of Marine Ways.

Coral Sea has been in port several mes with loads of herring for the etersburg Cold Storage and Kayler-ahl Fish Co. Cold Storage.

In February the *Pamela Rae*, Capt. agnus Martens and the *Loui M*, eonard Martens, arrived from Seattle. Both boats carried a load of construction supplies for the local hospital, free gratis.

An overheated stove was the cause of a galley fire on the boat *Munroe*, owned by *Oscar Sandvik*. Damage was slight due to quick response of our local Volunteer Firemen.

Oscar Wikan returned to Petersburg, having had to forego his trip to Norway on account of illness. He was hospitalized on the first lap of his journey for several months in Seattle.

The Neil Lyons are the proud parents of a son, their first child, born February 19 at the Petersburg General Hospital. Neil is well-known among Alaskan fishermen as owner of the boat *Crystal*.

Mr. and Mrs. Bruce MacKechnie went south on the *Homer* in February, for a short stateside vacation. Mrs. MacKechnie is your local reporter for the *Pacific Fisherman*.

Arne J. Trones, owner of the seiner *Arne T.* is back in town. Arne, with his wife, has spent the past two months in Olympia and Vashon.

Ilene Olsen was united in matrimony February 14 to Nels Opsal. The ceremony, read by Capt. George Lloyd of the Salvation Army.

The young couple are very well-known here, Ilene being the daughter of Mr. and Mrs. Martin Olsen of this city. Nels has lived here and fished out of this port for many years. During the 1952 halibut season he fished with Olaf Winther of Pelican on the Boat *Fremont*.

Hilmar Pedersen, who has owned and fished the halibut boat *Arcade* for the past twenty years, has recently become co-owner of the boat *Middleton*. His partners are his sons Lloyd and Palmer.

G. M. Isaacson, former owner of the Middleton is, we understand, retiring to a new home in Seattle. Gus will be missed here after his many years of fishing out of this port.

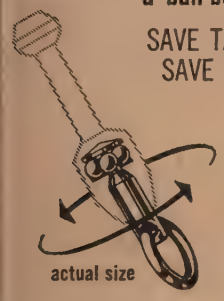
AZORES WHALING GOOD

Joe M. Medina, San Diego tuna clipper owner, who established the $200,000 whaling station of Armacoes Baleeiras Reunidas, Lda., on Pico Island, Portugal, has reported his concern handled more than 250 sperm whales to early February. The plant can handle a capacity of four whales daily.

ALFRED CANAPA DIES

Alfred Canapa, 45, commercial fishing vessel owner and resident of San Diego for 36 years, died there February 10. He was survived by his wife, Mary, two sons, John and Angelo and daughter, Louise.

Now... a ball-bearing swivel tubing connector!



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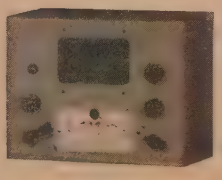

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SERVICE Fishing boat "Four Brothers"

CONDITIONS Low engine temperatures—constant load

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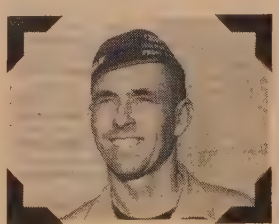
Engine clean after 1⅓ years of "cold" operation!

HEAVY DUTY RPM MOTOR OIL has kept this 115 H.P. marine engine clean and running perfectly for 16 months, despite tough work 10 hours a day, 5 days a week. The engine powers the 32 foot, 10 ft. beam fishing boat, "Four Brothers," operated by V. Passanisi and his son, Frank. When inspected recently engine showed no deposits, all rings and bearings were in good condition

FRANK PASSANISI says, "Carbon is a common problem in most fishing boat engines because they work 'cold'—at temperatures too low for best operation. However, Heavy Duty 'RPM' solved that problem for us. The way our engine runs now, we should be able to go 5 years before thinking of an overhaul."

MECHANIC E. B. DAVIS, owner of Rosecrans Garage, San Diego, says, "When I opened this engine to grind the valves, it was the cleanest I'd ever seen in this type. There were no signs of wear in cylinders or on pistons."



REMARKS: Heavy Duty RPM Motor Oil was developed through atomic research to prevent extra wear. It keeps engines clean of carbon and lacquer, resists the formation of deposits, prevents corrosion, and stops foaming in the oil systems. Comes in several grades.

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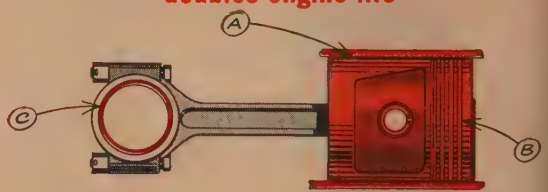

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STANDARD OIL COMPANY OF CALIFORNIA

SCOPE and SOUNDER

Monthly digest of present-day pioneering methods and equipment in world fisheries

By PETRALE

ɔran Becoming Standard rawl Boat Equipment

On Oregon drag boats loran has come practically standard equipent. A recent survey of trawl boats hing out of Newport and Astoria, egon, showed that close to 75% of e vessels had loran. Current figures the California and Washington wl fleets are not available; hower, a large portion of the Seattle et is known to be using this equipnt.

Many trawl skippers fishing the egon and Washington coasts no ger give their position by latitude d longitude, but refer to certain an line readings. They have found s device a valuable asset for navition, plotting drags, and maintain- their position over good fishing ounds. It has also proved an impornt time saver in running to and m various banks.

Trawl fishermen utilize loran to asure their tows, making a drag 20 or 30 micro-seconds in length. is method is probably much supeor to timing a tow by hours and nutes, as it indicates the actual disce the net has traveled, as well as true course the boat has taken.

oran tables and charts are pubhed by the U. S. Hydrographic Of-, which also publishes tables from ich loran lines may be plotted on chart or plotting sheet. During past year, the Coast and Geodetic vey has completed superimposing an lines on general coast charts s. 5802, 5902, 6002, and 6102. These rts cover the area from Cape nco to Cape Flattery and should of special interest to trawlers rating in these waters. Other C&GS charts with loran lines erimposed, which may be helpful Pacific coast fishermen, are the shore sailing charts Nos. 5020, 1, and 5022. These charts cover er areas from San Diego to the f of Alaska.

n the past several years, loran ilities on the west coast have been atly improved by the adding of re stations and increasing the er of existing installations. Three loran stations have recently been established in the Gulf of Alaska to service this region. During daylight hours, loran can be used as far as 700 to 1000 miles offshore, and by using sky-wave reflections at night, fair readings may be obtained up to 1400 miles from shore.

Rockfish Cold-Storage Life

Technologists at the Fish and Wildlife Laboratory in Seattle have tested the keeping quality (cold-storage life) of a number of Pacific coast rockfish. Holding fillets of rockfish under cold storage is generally complicated by the development of rancidity and undesirable changes in textures of the flesh. The tests were made to determine the relative cold-storage life of a number of the deep-water rockfish which are commonly landed along with catches of Pacific Ocean perch.

A total of nine species of rockfish were tested, including the Atlantic ocean perch *(Sebastes)*. Of eight varieties of Pacific coast rockfish, the Pacific ocean perch *(S. alutus)* had the best cold-storage keeping quality. This species was reported in fair condition after 28 weeks of storage (fillets stored at 0° C.). Ironically, the orange rockfish or "canary" *(S. pinniger)*, one of the most common commercially-landed rockfish, had the poorest cold-storage life. This variety was considered unacceptable after approximately 17 weeks of storage. The red rockfish or "red snapper" *(S. ruberrimus)* was still in fair condition at the end of 24 weeks storage.

The ocean perch (Atlantic) was given a slight preference over the Pacific ocean perch in initial test, but the cold-storage life of the two species was about equal.

Alaska Shellfish Exploratory Fishing

The Fish and Wildlife Service's exploratory fishing vessel *John N. Cobb* left Seattle in March for a two-month shellfish exploration in Southeast Alaska, using a variety of fishing gear including a beam trawl, a small otter trawl, shrimp traps, and crab pots to determine the extent of shrimp and other shellfish resources. After fishing the Yakutat Bay area, the vessel will work in waters off the west coast of Chicagof Island in the Khaz Bay area. The *Cobb* has made four previous shrimp explorations in the waters of Southeast Alaska and located good shrimp beds in Idaho Inlet and Glacier Bay.

Atlantic Deep Trawling Turns-Up New Grounds

Deep water-trawl investigations seem to have become a popular program with fishery investigators and one that is apparently paying off. The results of three experimental fishing cruises made by researchers from the Woods Hole Oceanographic Institution, Massachusetts, have shown productive new fishing grounds to exist in deep water along the continental slope of the northeast United States. Trawl fishing was carried on at depths between 150 and 550 fathoms and rosefish (Redfish), lobsters, and crab were taken in large numbers in much of this range. One of the best hauls of the cruises was made at 300 fathoms where large amounts of rosefish were taken. A large red crab, which was reported as previously unknown, was caught in good numbers over the entire range of the investigation. The east coast rosefish is marketed as "Ocean Perch" and is similar in many respects to the "Pacific Ocean Perch" taken in deep water along the northwest coasts of Oregon and Washington.

Gear Developments

A new five-bladed propeller has been developed by the Michigan Wheel Company, which was designed especially for vessels using wheels of around 38 to 48″ diameter. Tests of the new five-bladed propeller are said to have shown it advantageous under a number of conditions of boat speed running light, running under tow, and fuel consumption. The new wheel is also claimed to materially reduce or completely eliminate stern vibrations.

New electronic devices for commercial fishing are appearing on the market in rapid succession, an electronic device for hunting whales being one of the recent additions. This instrument, the Echo Whalefinder, utilizes high frequency sound waves to track the progress of whales and is said to

have an effective range from 20 to 2000 yards. An operator using the new equipment may graph the course of the whale and obtain bearings on the animal at any desired instant. The whale finder is designed to be worked by one operator; however, a certain skill and experience must first be acquired for good results.

Dover Sole

The Dover sole has been recorded from Southern California to Alaska and is taken in commercial quantities between San Francisco and the Strait of Juan de Fuca. It generally inhabits areas having muddy bottom and has been taken from depths exceeding 500 fathoms. Fish entering the commercial fishery average about five years of age and are close to 12 inches in length. The females are known to grow at a faster rate than the males and reach a larger ultimate size. Large females may reach a length of 26 inches. The male Dover sole will generally mature at a smaller size than the female. Practically all of the males will reach maturity by the time they have reached a length of 15″, while the females are about 100% mature when they attain a length of 17″. Heavy spawning takes place from December through February. A female Dover sole may spawn from 35,000 to 250,000 eggs depending on its size. Commercial fishermen are aware that the Dover sole will move to various banks during the season and that they migrate offshore to deeper water during winter months. Food of this flatfish is almost entirely taken from bottom-dwelling forms such as worms, small starfish, clams, shrimp and other invertebrates. The Dover sole is also known as the "Slime Sole" and "Slippery Sole," because of its heavy slime secretion.

Fishery Meetings

The annual meeting of the Pacific Fisheries Technologists was held in Vancouver, British Columbia, on March 19, 20, and 21. The technologists are composed of individuals interested in the development, progressive techniques, and methods of handling fishery products, and includes members from California, Oregon, Washington, British Columbia, Alaska, and the Hawaiian Islands.

The Technologists considered four primary subjects at the meeting:

1. New Findings in Fishery Research.
2. Herring Technology.
3. Establishing Standards of Quality for Fish.
4. Education in Fishery Technology, and Consumer Education.

The second annual Marine Fisheries Progress Report meeting was held by the Oregon Fish Commission in Astoria January 27 and 28. Staff members of the commission gave talks concerning the progress and findings of research programs on marine fisheries. Colored movies were shown of the shrimp explorations off the O gon coast and on the trapping tagging of salmon. The meeti which was opened to fishermen members of the industry, also, cussed the proposed mesh regulati for the otter trawl industry. A simi meeting was also held in Newport the benefit of fishermen in that regi

Sea Lion Fishery?

Sea lions may soon become object of a new commercial fishe Norm Haughland of Oceanic Fi eries Company, Inc., said they definitely interested in the possibili of utilizing sea lons for a reduct fishery. He said that if the anim could be obtained without too la a cost, they would give the fisher try in the Port Vita plant. The l of herring in this area has m plant operators consider other possi reduction material. A sea-lion fish would receive acclaim from Alas commercial salmon fishermen.

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THE NATIONAL SUPPLY COMPANY
Plant and General Sales Offices: Springfield, Ohio

"Patient," Martin Melerine's 28-Delacroix Island shrimp and oyster powered by a five-year-old Chrysler engine with direct drive.

27-foot shrimp boat owned and operated by Charlie Michalik of Delacroix Island. Equipped with Chrysler Crown engine and 1½ to 1 reduction gear.

"Captain Joe," 35-ft. shrimper, equipped with Chrysler Crown and 2½ to 1 reduction gear. One of two boats owned by Joseph Serigne.

Delacroix Island, Louisiana . . .

CHRYSLER ENGINES net more shrimp and greater profits

You can bet there's plenty to talk over when this group of fishermen get together aboard Joseph Campo's 35-foot "Randell M," powered by Chrysler Crown, 2 to 1 reduction.

Says Skipper Michalik, *"I'm well satisfied with Chrysler engine . . . it's the only ne that seems to hold up around acroix Island. Just about all boats nd here have Chrysler Engines . . . er 30-foot boats, I'd guess the ratio bout seventy-to-one."*

* * *

oseph Campo, owner of "Randell says, *"I bought my first Chrysler ine Engine in 1939 . . . went eight years before I ever put a wrench on The one in "Randell M' is all of 11 years old . . . has given me years of trouble-free service."*

* * *

"The Chrysler Crown in my 'Captain Joe' is nine years old," says Joseph Serigne . . . *"they can't make a better marine engine."*

* * *

Martin Melerine, owner of "Patient," has this to say of his Chrysler Engine . . . *"it has never given us a bit of trouble . . . some of the Chryslers around here are ten and twelve years old and all are giving trouble-free service."*

Men like these know their boats; they also know marine engines. When they say that their Chrysler engines are giving them good service, they mean good, *trouble-free* service, because to them, every day lost because of engine "down-time" is a day's catch lost and that means lost profits.

Profit by their experience. And when you power *your* boat, install Chrysler . . . tops in performance and dependability. For detailed information, see your Chrysler Marine Dealer, or write:

Dept. 114, Marine Engine Division, Chrysler Corp., Trenton, Mich.

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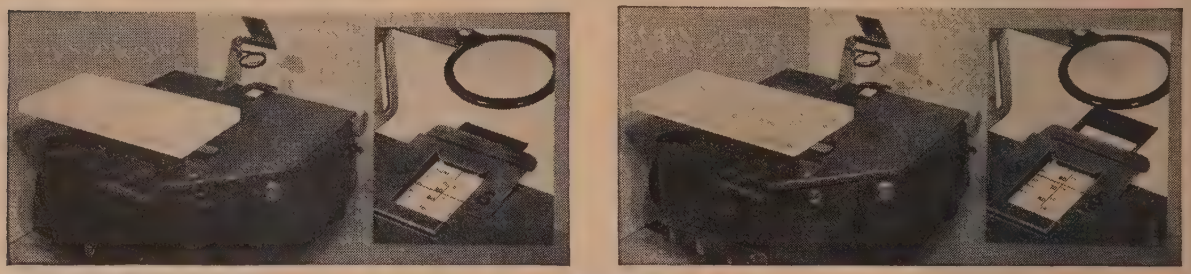
Topsides stay white...resist checking and flaking

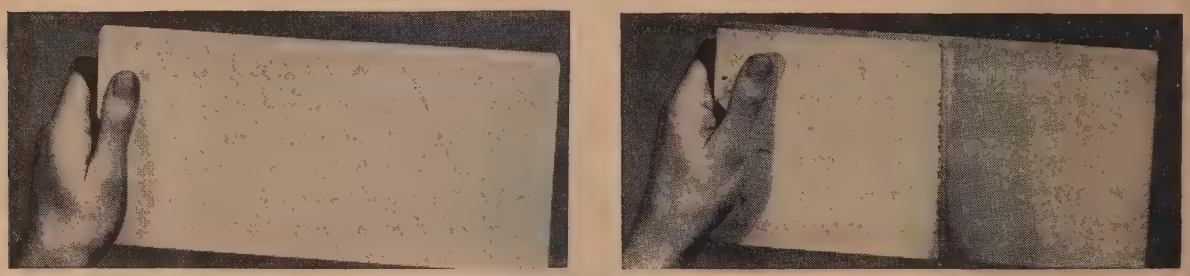
Reflectometer proves "Cawlux" Marine Finish Whites are whiter than ordinary paints! Absolutely non-yellowing; contain no lead pigments subject to attack by harbor fumes; tough, protective finish resists hard weather, mildew, copper staining.

"CAWLUX" MARINE FINISH WHITE

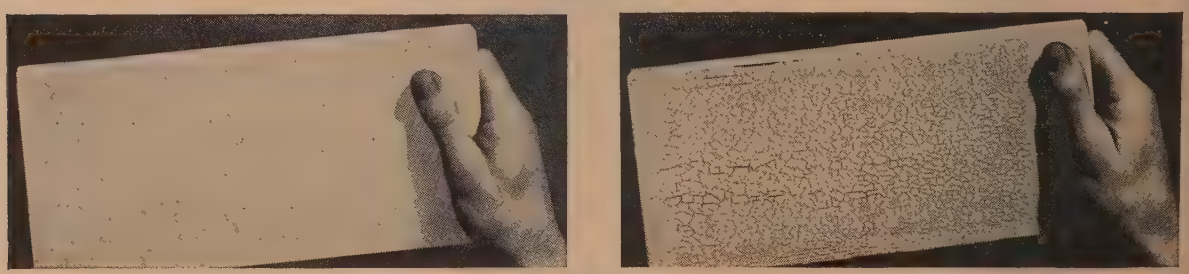
ORDINARY TOPSIDE WHITE



Reflectometer tests prove "Cawlux" is almost 20% whiter.



Exposure to harbor fumes (sulphide gas) proves "Cawlux" resists discoloration.



6 months exposure to Florida weather proves "Cawlux" resists checking and flaking.

The clean, gleaming topside white that denotes a shipshape boat can be no whiter than the pigment in the paint. And "Cawlux" contains the *whitest* of white pigments (essentially titanium dioxide) in *maximum* amounts. That it is a *whiter* white is proven by the reflectometer tests above.

Stays White and Smooth All Season

See above how gas fumes discolor ordinary paint, while the top quality pigments and long oil alkyd vehicles in "Cawlux" have completely prevented unsightly discoloration. And after constant exposure to weather, "Cawlux" Whites strongly resist checking and mildew. Also stainproof around metal fittings.

Gloss, Semi-Gloss and Semi-Flat Whites

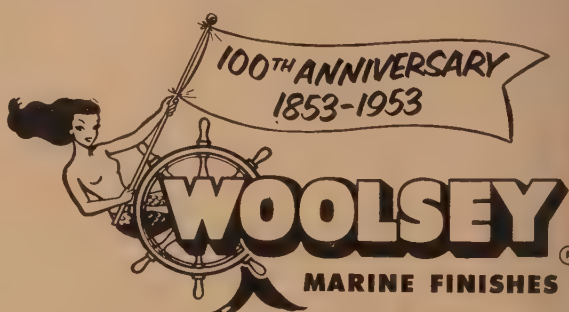
"Cawlux" is completely washable...covers solidly with spray or brush...self leveling, yet stays put. Coverage about 600 sq. ft. per gallon. Look for the official plaque that denotes a Woolsey Authorized Dealer. He is an expert on marine paints.

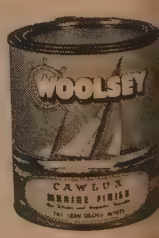
"VINELAST" ANTI-FOULING Racing Finish

Prevents fouling longer and stays smoother and sleeker than any ordinary anti-fouling bottom paint! Contains over 4 times more barnacle-repelling copper oxide, prevents fouling attachments up to 4 times longer than other paints.

"TRADEWINDS" ANTI-FOULING PAINT

Moderate cost anti-fouling bottom paint for use in all waters . . . favorite among fishermen for quick repaint work on wood or steel boats. A highly toxic composition of copper and mercury toxicants in a plasticized resin binder . . . repels all fouling attachments including grass, resists erosion.





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Pacific Coast Distributors: Pacific Marine Supply Company, 1217-1223 Western Ave. Seattle, Washington; Oregon Marine Supply Company, 235 S. W. First Avenue, Portland 4, Oregon; Weeks-Howe-Emerson Company, 255 Mission St., San Francisco 5, California; San Diego Marine Hardware, 1502 India Street, San Diego, California; Marine Hardware, Inc., 509 South Beacon St., San Pedro, California.

SAN DIEGO BITE-SIZE ITEMS

Conte di Savoia, tuna clipper, has ceived a new 17' Driscoll tender, wered with a Chrysler Crown; and *artin B* has an 18' Driscoll, another rysler Crown; *Sun Venus,* a 16-oter, Chrysler Crown; *Irene S,* 17-oter, another Crown plant . . . erre Jangaard's *North American* s a new Universal Unimite 65-hp. ant, supplied by Shepherd Marine San Diego . . .

Kettenburg tuna tenders have gone oard the *Sun Dial,* skippered by ed Brown, and the *Corsair,* Melvin organ and Charley Langdon. Both rry Chrysler power plants . . . Jack nas, after a recent hospital sojourn, again at sea in command of the *nes C.* . . . Cal has a new captain Lorenzo Zolezzi, brother of Steve the *Marie Louise* . . . Leonard ummond is reported to be making long stay down in Panama with the *ar of the Sea.* She ships to French rdine Co. . . . Pete Neves has trans-red off the Bregante steel clipper *nset* to the *Sea King* . . . The Paci-Towboat & Salvage Co. tug *Kanak* wed the disabled *Jeanne Lynn* to ng Beach where she unloaded her rgo of tuna . . .

Avra, Louis Hollinsworth's Alba-re boat, now has a new Bendix DR-10 depth recorder, supplied by Shepherd Marine . . . The baby clipper *Rose Ann,* has a new Radiomarine ET-8012 radiotelephone. The boat is owned by Leo and Tony Tarantino, the set supplied by Shepherd Marine. The same type of set was installed on the *New Home,* owned by Vincent Quinci . . . A Wood Freeman Metal Marine Pilot is now working on the *Lu-Anna,* owned by the Bompensiero Bros. . . . Andra Castagnola's *Conte di Savoia* has a new standby unit, a 60-kw. General Motors. . . . The *United Victory* ended a 112-day tuna trip, with 190 tons for unloading by French Sardine Co. . . . Joe Medina has returned from his whaling plant in the Azores and is now aboard the *Queen Mary* which is captained by Frank Medina . . .

Ralph McCabe is captain of the big *Western Ace,* which was recently completed by Western Boat Building Co., Tacoma. She will fish as a clipper. Last year the 165-footer served as a mothership for salmon gillnet boats in Bristol Bay. . . . A meeting of the Pacific Coast Fish Producers Institute was held Feb. 28 at Point Loma. Harold Cary and John Real were speakers. . . . The *Heroic* is at National Steel's yard for repair of damage caused by a collision in South America with the clipper *Mermaid.* The big freezership *Spicewood* has left for Peru to load another cargo of tuna from that South American port, of Callao.

Union Fishermen's Co-op. Management Is Continued

At the annual stockholders' meeting of the Union Fishermen's Cooperative Packing Co., Astoria, in February, C. O. Moberg was re-elected president; Tom Jorgenson, first vice president; Uno Sjoroos, second vice president and Charles Anet, secretary. Other directors elected were Mike Haggren, Wayne Suti, Melvin Wick, Elmer Astala and Tony Danielovich. Wick is owner of the dragger *Trego* and Astala owns the *Bristol.*

Anton Sorensen was re-elected as manager by the board.

"SONOMA" TOWED TO PORT

The fishing boat *Sonoma,* out of Eureka, encountered engine trouble off the northern California coast recently and was towed to port by a motorboat from the U. S. Coast Guard Station.

George Ahrens, Southern California manager, Radiomarine Corporation, reported recently the installation of RCA Model LR-8802 loran sets on the California Fish & Game research vessels **Yellowfin** and **N. B. Scofield.**

The enthusiasm of Capt. Paul Lynn of the M/V CAPE BEVERLY for the Sperry Magnetic Compass Pilot is based on rugged experience. In her year and a half of fishing, he has made numerous trips with the pilot.

Capt. Lynn says, "For my money, there isn't another pilot on the market that will do the job like my Sperry Magnetic."

For Capt. Lynn has found that the trouble-free Sperry pilot does for him what it has done for scores of other fishermen—gets him to the fish and back with minimum expenditure of time, fuel, manpower and money.

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In addition to regular **FISH BRAND** oiled and **ARROW BRAND** rubber jackets, pants, three quarter coats, hats, aprons and sleeves all good dealers carry the **TOWER'S** *Latex* **NEOPRENE** coated garments or can get them for you.

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TOWER'S FISH BRAND
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Eureka Crab Catch Spoiled by Storms

January, 1953, was one of the poorest winter months in the history of the northern California coast in point of crab operations and deliveries, according to operators at Eureka and fishermen working out of Humboldt Bay and Trinidad harbor. Chet Hall, president of the Northern California Crab Boat Operators Association, Eureka, summarized the situation as follows:

"Crab fishing in January has been very poor; in fact, it's the worst January for catches that I have seen in seven or eight years."

Storms along the north coast accounted in large measure for the scarcity of deliveries. Not only were fishermen held in port for extended periods but the heavy floods that poured into the ocean from rampaging north coastal streams silted the bottom near the coast and drove crabs into deeper water.

Charles Timmons, Eureka branch manager for A. Paladini, Inc., reported that crab poundage during a large part of January was only about 50 per cent of normal deliveries for the period. Theo Weissich, president of the Theo Weissich Fish Company, pointed out that the fishermen would suffer considerable loss, aside from lagging deliveries, due to pots filling up with mud and debris and, in many instances, lost completely. Some fishermen were able to return to their pot settings only after prolonged storm conditions had held them in port.

Irving Daniels, Eureka city wharfinger at the Small Boat Basin, voiced the opinion of fishermen using the harbor when he commented:

"It's getting pretty bad when the fishermen put out 100 crab pots and get only 400 pounds of crabs altogether; a good haul would be around 5,000 pounds for 100 pots."

As a consequence of the winter situation, a number of boats had left Eureka for other ports until the conditions showed improvement, with the approach of spring.

"Toni B" Freezes Purse Seine Tuna In Ecuador Waters

About 15 purse seiners from San Pedro were either in Ecuadorian waters as March began, or had just left for other, more profitable tuna grounds. The freezership *Toni B,* owned by Bez Bros., was announced to be based in Ecuador to take the tuna from several seiners, including *St. Anne of the Sunset, Golden West, Ronnie M, Arlene S.*

Other boats in or near Ecuador included the *New Sea Rover,* and *City of Los Angeles.* The *Columbia* in February delivered 80 tons of tuna to Panama for trans-shipment to the United States.

So poor has been the tuna season thus far for 1953 for the seiners, that only one boat had delivered to San Pedro to early March — the *E. S. Lucido* under the command of Nino Lucido. The trip consumed 60 days and most of the fish—120 tons—came from the vicinity of Panama.

The Fishermen's Cooperative had cleared 17 seiners for Mexican fishing as of March 4. The *Pioneer* and *Vagabond* were in the Gulf of California—weather was windy and fishing poor. Also reported in the Gulf were the *Sea Rover, Defense, Liberator, Sea Spray, Stranger, Sea Rose, City of San Pedro.* The *Camarello* was reported to be trying the waters off Manzanillo for tuna in the early part of March.

WINTER IS OVERHAUL TIME

Taking advantage of lulls in operations enforced by winter storms, a number of fishermen had their boats up for overhaul and repair at the two Gillette yards in Humboldt Bay. Boats included the following:

Jarnet, owner Bruce Thompson, Crescent City; *Memories,* dragger owned by Ralph Mason, Eureka; *Anna Mae,* owner Andy Peterson, Eureka.

Cap'n John Brodtkorb Of Kodiak Passes Away

Kodiak will never be quite the sar again to fishermen who put in the for Cap'n John Brodtkorb died the early this year. He was an almo legendary figure on Kodiak Islan and at one time was superintende of the Alaska Packers Associati cannery at Chignik. Born in Pert Scotland, of a Norwegian father a a Scottish mother, Cap'n John w 73 when he died in February.

Columbia Gillnetter Lost

Tragedy once again struck t Columbia River area when the gillnet boat *Marlene* was found smashed the beach at North Head Februa 15. It is presumed that the own George Joki, was drowned.

The boat was spotted from a pla by Dr. W. L. Hay of Astoria aft a search was organized. The Coa Guard reported that Joki went to t lower river to fish on an ebb tid and the small boat may have be carried over the bar; or it may that Joki fell overboard while ten ing net.

Mr. Joki, aged 50, fished f C.R.P.A. for the past 10 years a lived in Astoria with his moth Other survivors are three sisters a three brothers, Arthur, Alfred a Arne of Astoria.

"DUSTY" RHOADES VISITS EUREKA

Eureka's Small Boat Basin recent provided a berth for the 75' pur seiner *Midnight Sun,* enroute fr Alaskan and Puget Sound waters f her home port of Monterey, Calif nia. The craft is owned by Flo "Dusty" Rhoades, who also officiat as skipper. Rhoades purchased t vessel recently at a reported price $40,000.

Aboard the *Midnight Sun* with h husband was Mrs. Rhoades, who is t former owner of the dragboat *La rence,* now operated by the Tom La Fish Company. The visit mark Rhoades' first return to Eureka eight years.

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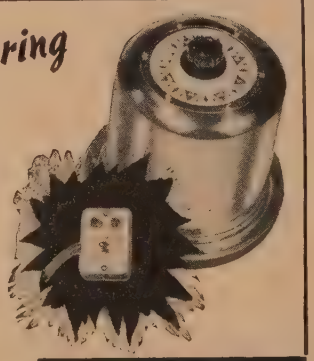

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TELL HIM ABOUT Cal-cot FISHING ROPE...IT HAS THE STRONGEST, MOST EVEN LAY HE'S EVER SEEN.

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ASK FOR *Cal-cot* SEINE TWINE AND FISHING ROPE BY NAME

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Forty years ago Walter McInnis joined the famous George F. Lawley & Son Corporation where he progressed rapidly to the posts of chief draftsman, chief engineer, naval architect, general manager.

In 1926 he formed his present company and has seen close to 10,000 boats leave the Eldredge-McInnis ways. McInnis had designed and built more than 600 draggers, trawlers and other fishboats, freighters, traders, etc.

They are architects for the Fisherman Loan Boards of Newfoundland, New Brunswick, Nova Scotia, Prince Edward Island, and designer of fishery research boats for the Dominion. His craft are now in service all over the globe, including South America, West Indies, Philippines, Africa and the Orient.

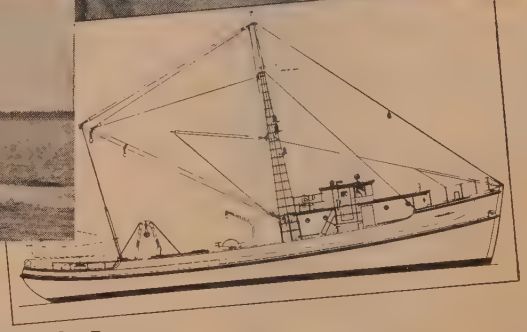
Leading Fishboat Designer

Walter McInnis

Says Every Liquid Cooled Marine Engine Should Be Equipped with AQUA-CLEAR Feeders

"AQUA-CLEAR Feeders should be fitted into every boat that uses liquid cooled engines. There is considerable educational work to be done yet, on our part as well as yours. Sooner or later I am hopeful that all boat owners will be equipped with this very useful means of adding life to the propelling plant."

—extract from McInnis letter to Sudbury Laboratory



This McInnis 59-footer brought in the highest haul of cod for the year. At the right is McInnis design for 84-ft. dragger.

Cool Direct with Raw Sea Water

without RUST, CORROSION or Salting Down the Engine

Better, cheaper than closed cooling—the AQUA-CLEAR Feeder treats all water that goes through the cooling system so it is completely non-corrosive. The low cost, long lasting AQUA-CLEAR crystals protect water passages with an invisible, microscopic, water-tight film on all metal surfaces. Cylinder heads, manifolds, water jackets, liners, etc., are completely protected. ***Costs less than $75 for most engines!***

Makes old engines last years longer—keeps new ones from ever rusting!

Sizes to fit all engines from outboard to heaviest dragger or tuna boat. Saves hundreds of dollars in original cost and installation—requires no maintenance.

AQUA-CLEAR Feeders have proved so efficient on fishboats that many new boats are being equipped with them and old boats are doing away with closed cooling.

EASY TO ATTACH

Just insert between seacock and water pump. No extra holes through hull, no complicated piping, no need to haul boat.

YOU TAKE NO RISK!

Use the AQUA-CLEAR Feeder on your own boat—see for yourself what it will do. We want you to be completely satisfied. Money-Back Guarantee.

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Write for folder "How to Double Engine Life."

Sold and Installed by Leading Boatyards

Other models serve processing plants, protecting water lines, tanks, etc., from either fresh or salt water rust or corrosion. The only rust inhibitor safe to use in drinking water. Write for details.

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SUDBURY LABORATORY, Box 775, South Sudbury, Mass.

AQUA-CLEAR Feeders

OVER 12,000 Now in Use!

Howling Gale Wrecks Seven Monterey Boats

A shrieking 60-mile northwest ga drove seven vessels estimated worth half-a-million dollars fro their moorings and onto the Montere Beach last month.

Four 80-90′ purse seiners, a 30′ uti ity boat owned by Hopkins Mari Station, a troller and a landing barg as well as numerous skiffs, we beached.

The purse seiners were the *Petri F.,* owned by Frank Flores; *Cerri Bros.,* Sal and Frank Cerrito; *Ne Hope,* formerly owned by Sal Ver timiglia; and the *Rosanna,* former owned by Sal Ferrante.

The average insurance on the ve sels was said to be only $35,000.

The $100,000 purse seiner *Ne Limited* barely escaped being stran ed, but just as she was about to h the breakers her skipper Ted Melic got aboard and started the engin Before he got her under control, how ever, she drifted down on the 3 troller *Rose Marie,* owned by Dic Tanaka, and both ships receive minor damage.

The 30′ troller *Carmella,* owned b M. S. George, was beached near th *Rosanna.*

Later on the *Rosanna* was pulle off the beach but, as she was bein towed to San Francisco by the tu *Labusca,* she sank in 40 fathoms water off Pt. Ano Nuevo, and it wa doubtful that she could be salvage

The *Cerrito Bros.,* was sold f salvage after being declared a tot loss, and it was probable she woul be dismantled.

Many Clippers Sail As March Opens

Among tuna clippers clearing po for tuna fishing as February ende and March began were the *Sou Seas, Sun Hawk, St. Anthony* and th *Kathryn* — these were docked Campbell Machine Co. for repair the *Sun Traveler, Star of the Se* and *St. George* — National Steel d the overhaul jobs for these boat *Southern Pacific; Saratoga, Helen Frances Maria, Liberty Bell, We Coast, Jeanne Lynn, Mary Lou, St Crest* and *Wiley V. A.*

DRAGGERS HAUL IS GOOD

Despite storms which frequentl interrupted operations along th northern California coast, dragbo fishermen working out of Eurek were expecting to write a quite su cessful winter season.

Boats were taking advantage every break in the weather and som unusually good hauls were reporte One of the largest January catche was landed by the *Winga,* skippere by Byron Anderson, which brought 36,000 lbs. in one haul, delivered A. Paladini, Inc.

Pelican's Pouch

The Pelican and the Elf had just ed up their skiff at Idaho Inlet hen the Pelican whispered excitedly, There's a big buck!" The Elf charged oldly up the beach and the deer uffed at the tender blueberry anches which the Elf extended to m.

"This must be Hungry Buck," he id. "He will eat almost everything, it Goofus, Skinny, Uncle, Sam, Ros- e, Spike, Pokey and Poor Boney are ry particular. The seven people who e here buy barley and oats for em. The Sportsmans Club has been ry generous about contributing to eir feed. Some of these big bucks ve come down right after Christ- as for the past eleven years and are tame they'd come right into the uses to eat if the folks would allow Roscoe is only four years old but ok at the size of him!"

The Pelican gaped in astonishment eight beautiful deer gathered ound the Elf. "I though you called f nine names," he said. "I see only ght deer."

"Poor Boney didn't come back this ar," the Elf replied. "I guess a bear t him. But we are lucky to have ese others—the Fish and Wild Life rvice wanted to transfer them else- here because their tameness makes them so vulnerable, but Gus Mackie and the rest of the people here talked them out of it. I think they'd be tempted to commit mayhem if any hunter killed one of their pets."

* * *

William Keene, troller, drowned at Elfin Cove the night of Jan. 8. There was no witness to the tragedy and it was not discovered until a day later because the stove on his boat was burning and visitors assumed that he was calling on other cronies. Ernest Swanson was the last person to see him alive. When asked if he wanted to borrow a flashlight to probe the darkness of the float Bill replied that he could make it all right. It is presumed that he lost his footing and fell into the icy water. Although friends dragged the cove waters no trace of the body was found. Several days later his hat was found floating. The Coast Guard was notified and helped in the search.

* * *

Mr. and Mrs. John Claussen who have the troller *Blithe Spirit,* are building a new home in Pelican. It will afford a wonderful view of Lisianski Inlet.

* * *

Nicholas (Nickie) Reidere, who leased Walter Larson's troller, the *Carol L.* last season, has been called into the armed forces and is stationed at Camp Pickett, Virginia. He expects to leave for duty in Germany in May.

Mr. and Mrs. O. R. Haynes, Sr. were pleasantly surprised when the residents of Elfin Cove turned out enmasse to give them a housewarming upon their return from a four months stateside vacation. During their 10,000 mile auto trip the Hayneses visited the Les Watkins family (formerly of Wrangell) who live in Velasco, Texas. Like most people who have once lived in the Territory, the Watkins are anxious to come back.

Ed and Anne Scott who have the troller *Exceed* are also anxious to come back. Anne fished with her son, Art Theberge, on the *Sarah E.* last season while Ed was in the hospital. They are spending the winter near Santa Cruz, California but will join the fleet in the spring.

Two Astoria Troll Boats Have New Owners

Announcement was recently made in Astoria of the sale of the troller *Barracuda* by Leonard Haga to Richard Merila, young Astoria troller and fisherman recently out of the service. Leonard, it is reported, is not giving up fishing, but is anxious to try out a smaller boat this time.

Mark Adams, formerly on the dragger *Silverland* with Jack Stanovich, before Jack took ill last summer, is reported to have purchased the *Alfhild,* 30′ troller, from Axel Julin, who is retiring because of his health.

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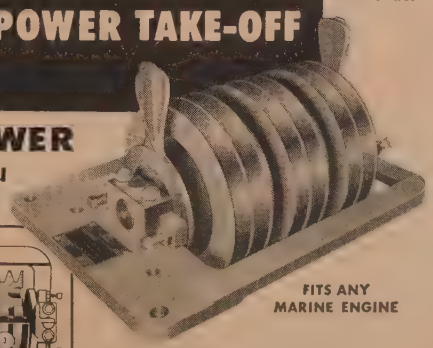

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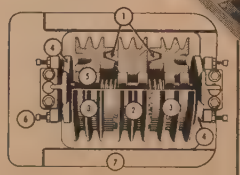

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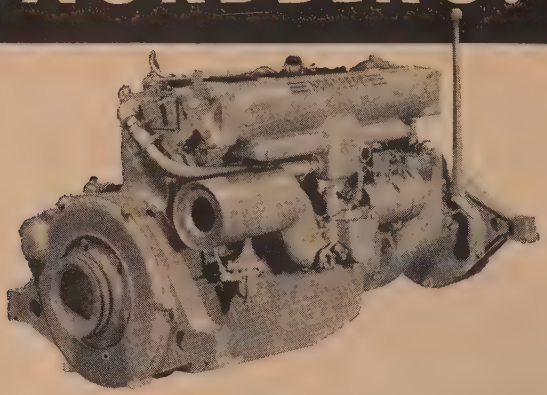

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Moss Landing Gathers No Moss as Spring Stirs Fishing Again

New faces and new places are in the news this month at Moss Landing. The Moss Landing Hotel, long a familiar landmark on the island, will be closed as a hotel and made into a group of apartments.

* * *

Harbormaster *John Woolsey* got more than he bargained for when he bought the submerged *Cathy-Ann* from Paul McAtee of Tuleake. The *Cathy-Ann* went to the bottom suddenly one night and had been sitting there in the mud ever since. When the boat was pulled clear, John discovered a bonus in his deal. One hundred pounds of live perch had made the *Cathy-Ann* their home while she was under water.

* * *

The Roy Johnsons of the *Christe II,* in their new trailer, drove to Santa Fe and down the Mexican highway to Acapulco. "Went swimming every day," said Roy, "and didn't even look at a fish."

* * *

Fishing for herring in Tomales Bay were John Bassano on the *Lou Denny* Wayne, A. Ghio on the *Tommy Boy* and Nardo Olivieri on the *Three Sisters.* Good catches from the Bay were brought into Monterey and Moss Landing canneries.

Bill Boyer, well known around Moss Landing as the captain of the *Glacier,* is home from Long Beach for a while. He spruced up the *Glacier* while the painting weather lasted.

* * *

Investigating fishing in the bayou country of Mississippi, Alabama and Louisiana is Don Woodward, who fished last season with Fred Sandness on the *Lincoln.* He reports vastly different fishing country than the West Coast.

* * *

Satisfaction with the results of cooperative fish buying in Morro Bay was evidenced at the first annual meeting of the Fishermen's Association of Morro Bay recently. "We're looking forward to doing even more business than last season," said John Ennis, of the *Signe S.,* who is the newly elected president of the group. The buying was done under the direction of Robert Starr, owner of the *Ruth R.*

No active buying before August of this year is planned by the organization.

* * *

In a cafe at Lompoc is a large display of boat wreck pictures. All types and kinds of boats, palatial cruisers, tankers, Navy vessels and fishing craft. These are the boats that met their doom in that dreaded area between Point Arguello and Point Conception, out on the coast beyond Lompoc. No wonder that men watch their weather and tides so closely at any time of year when they are about to navigate that treacherous piece of ocean.

New Traffic Rules For Depoe Bay

New entrance and departure rules, suggested by the commissioners of the Port of Newport, were approved by members of the local flotilla of the U. S. Coast Guard auxiliary at their last meeting here. The new regulations state:

(1) An entering vessel shall be deemed the privileged vessel. On approaching from the seaward, the entering vessel shall sound a prolonged blast on its whistle or horn not more than 500 yards or less than 300 yards offshore from the channel entrance.

(2) A departing vessel shall be deemed the burdened vessel. On departing, the burdened vessel shall sound a prolonged blast on its whistle or horn prior to reaching the highway 101 bridge.

NEEDLE FISH FOR CAT FOOD

The partners in the Monterey purse seiner *Sunlight,* Nick Damato and Dante Crivello have hired Sal Romeo to skipper the boat fishing for anchovies and needle fish out of Santa Barbara. The needle fish are being made into cat food.

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SITKA SOUNDINGS

Smelt appeared in quantities along e Sitka waterfront in January. Holi- ys and after work and school hours nd the fishing boats, secured along e outside float of our small boat rbor, lined with men, women and ildren casting lines and snagging elt on clusters of hooks. The sur- s caught sold for 40c a pound.

* * *

Local fishermen who stampeded to e trapping grounds in December ought in more than 1500 mink and er skins. Although we have had le cold weather the skins were in me condition, the average price ing around $20 per pelt. High boat s the seiner *Atlas* owned by ank Kitka. Frank, his two sons and urence Widmark caught 199 mink d 25 otter. Other fishermen out re trollers, Pete Crews of the *Lila* Al Rottluff of the Missouri, Bobbie Collette of the *Elenor D,* George Collette of the *Acqua Pal,* Rudy Sarvela of the *Myrth,* Henry Yrjana of the *Hope,* Guy Boggess of the *Mohawk,* Charlie Rovich of the *Evelyn S,* Tully Knudsen of the *Shield,* seiners Mark Jacobs of the *Rondout,* Charlie Joseph of the *Two Brothers,* John Young of the *Patrica May* and many others.

* * *

Bob Edenso of the troller *Georgian* and his family, and S. J. DeRock and wife of the *Belfin* have moved to Ketchikan. Bob left this area for fall fishing near Ketchikan and found it so profitable that he moved his family there and has leased his home in Sitka. S. J. DeRock made a quick trip down to Ketchikan in December, returned and disposed of his home here and plans to make his home there.

Other fishermen that have left for early fishing in the Ketchikan area are Tom Sennitt skipper of the *Mary S,* Pete Miller, Jr. of the *Alma Marie,* Peter Miller Sr. of the Chloe, Al Rottluff of the *Missouri,* Pete Crews of the *Lila A,* Don Mills of the *Lydia S* and Rudy Sarvela of the *Myrth.*

* * *

A petition has been going the rounds in Sitka to support Memorial No. 9, which prohibits the fishing of herring for reduction purposes in Southeastern Alaska. It has the support of the entire community. Quantities of herring in this area have been steadily decreasing.

* * *

Bill Green sold the troller *Denver* to Bill McNulty and his wife. They are ex-tuna fishermen from California and plan to fish the *Denver* together. Bill Green has taken a position in the hardware department of the Sitka Cold Storage and plans on being a land-lubber for a season.

* * *

Ross Peterson of the *Celtic* and Norton Sorrels of the *Gray Mist* moved here from Elfin Cove last fall. Mrs. Sorrels, an R. N. is employed at Mt. Edgecumbe.

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Highway Accident Kills John Hamblock, Eureka

Death removed one of the most familiar and popular members of the northern California fishing trade when John Ray Hamblock, 50, Eureka was killed in a highway accident near Coquille, Oregon, early in February. Hamblock was killed instantly when the car he was driving collided with a Greyhound bus on a narrow bridge. Charles Timmons, also of Eureka, manager of the Eureka Branch of A. Paladini, Inc., suffered minor injuries in the mishap.

Hamblock was Eureka branch manager of the Balestrieri Fish Company, and he and Timmons had been in the Coos Bay region buying crabs, and were on their way home when the accident occurred.

A native of Bandon, Oregon, Hamblock had been prominent in the fishing industry for a good many years, both as a fisherman and as an operator. He served as captain on numerous dragboats out of Eureka and other ports and had also skippered launches and towboats for the Coggeshall Launch and Lighter Company on Humboldt Bay. He was prominent in union activities while fishing and served a term as president of the Eureka local. Recently he had been managing the Balestrieri branch at Eureka and prior to that time had worked for A. Paladini Inc. Due to his long and close association with both management and fishermen, he frequently had served as a mediator in local labor controversies.

He leaves his widow, Hazel and two daughters, Ania Peterson and Alice Hamblock, also a brother, Robert and two sisters, Mrs. Julia Cosgrove and Mrs. Sadie Lemos, all of Eureka. Funeral services were held in Bandon, Oregon.

The **Sunlight,** San Francisco purse seiner owned by **Nick Damato,** has been chartered to **Sal Romeo,** Santa Barbara, and will fish for anchovies for **George Castagnola** at that port.

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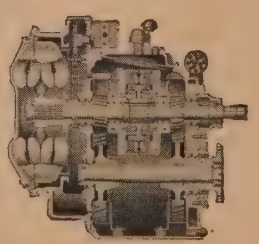

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Late Winter Dragging Yields Good Catches

After weeks of inactivity, the n mal winter lull, closures of plants, and constant storms, Astor fishing fleet is once again emerg from its hibernation and prepar for another season. A few of draggers have had a market dur the winter months, but have b hampered by bad weather. *Trallee* recently "made a dash for and in a one-day drag netted 12, lbs. of bottom fish. The *Coolidge* which recenly finished a compl overhaul, was lucky with a 31,000 catch. The *Georgene M,* skippered Jim Venable and the *Ida Mae,* sk pered by Jackie Ray, both came with good trips. The *Madeline* made her first trip since October, met with misfortune in tearing her net and damaging a door.

Among those venturing in Feb ary were the *Mary Ann, Valhal Captain Ludvig, Betty, Roseann H* and *Kincheloe.*

New England's dragger *Oregoni* is also back in operation, with D ald L. Baldwin as skipper. Don H been on the *Mary R* with Fra Parker for quite some time.

The *Harold J,* also a Nefco dra ger, is being readied for the seas and will be skippered by Euge Rupp, who was with Don Hall on t *Washington* a year or so ago, a until recently was assistant skipp on the *Faymar* when Lloyd Fletch operated his mink ranch.

Petersburg Boats Go AWOL During Storm

Several boats broke loose in Pete burg, Alaska harbor during a sto on Jan. 7. Harbormaster Dick Hans has requested boat owners to co and check their lines during "howli gales." The following night after t storm he found the *Surf,* owned Norman Tate, listing badly and a parently leaking. He notified Tat sister, Mrs. Hosea Sarber, who call the Coast Guard for assistance. Th had to pump for 45 minutes to g the water out. Mr. Tate and fami are wintering at Kingston, Was ington.

In December Harold Sisson had h combination halibut boat - seine *Lorelei,* in Westre's Marine Ways f general repairs and painting. On t day that the *Lorelei* was launche Fred Haltiner put his seiner, t *Verma* into the ways. He also ma general repairs, did some paintin and had the bow raised nine inche

R. L. Taylor had the engine of h boat *Sequoia* overhauled at the Fry Machine Works.

Harvey Worden has sold his inte est in the seiner *Lance Corporal* Louis Vesel. Worden has gone sou for the winter but plans to be ba in the spring with another boat.

ewport Harbor's shermen's Grange roup is Active

he Newport Harbor Grange 776, ch is composed largely of small owners and fishermen residing he Southern California port, spon- d a Fish Fry Dinner recently, ing 250 people in four hours.

arrell Foreman, skipper of the *ne F,* supplied the Grange with o. Supervising the frying was rey Eichhorn of the *Donna U.*

he recent meeting of the Pacific st Fish Producers Institute at San go was attended by the following ermen from Newport Beach, mem- of the Grange: Mr. and Mrs. Clark, Mr. and Mrs. Harding Ed- , Mr. and Mrs. J. Hachez, Mr. and . Bob Coe and Mr. and Mrs. Karl Dougall of the *Blue Spray;* also srs. Eichhorn, Pence, Coleman McVicker.

range members are currently con- ed about proposed California leg- ion removing yellowtail from the mercial list. Members of the San go Harbor Grange have been very ve in matters of fishing legisla- and met recently with State nge Master Sehlmeyer to discuss pending yellowtail bill.

Bill and Lyda Burton of the *Westy* are geared for the salmon season out of Stockton.

Harry and Claire Stevens, father-and-son fishing team, have just concluded a length fishing expedition with the *Romar* at the Islands. They'll make a trip back to get their gear, then they'll take a vacation.

Karl McDougall, whose wife reports the fishing news of the Grange, has been accepted by the U. S. Coast Guard as sponsor for Newport Harbor Grange members making application for Port Security Identification Cards—these cards are not yet mandatory.

Fishermen Turn Boat Builders

Patrick Madden's, *Dorthy M.,* was launched at Moss Landing recently. The *Dorthy M.* is not just another fishing boat. It was built by Patrick himself over a period of three years and is designed after the shrimp boats of the gulf and southern states. Thirty feet in length and with a 9′ beam, the boat is built with fine straight grained timber and careful workmanship.

Boat building runs in the family for last year, Patrick's son, E. E. Madden, constructed the *Jerry M.,* a junior edition of the *Dorthy M.*

John Aiello, San Francisco, skipper of the well known purse seiner **Pearl Harbor** was beached for a minor operation last month.

P. XITCO CONVERTS "J. B. COMPAGNO" FOR SALMON TENDER DUTY

St. Mark is the name Capt. Peter Xitco of Bellingham has chosen for his 86-footer, the former Monterey sardine seine *J. B. Compagno,* which he brought to Puget Sound this winter for conversion to salmon cannery tender service.

The vessel is to be named for his grandson, Mark Biondi, following the Xitco tradition. His other vessels were named thus—*St. Frances* for his wife; and *St. Zita* for his daughter, little 3-year-old Mark's mother.

The vessel is fully refrigerated and can carry 125 tons of fish. She was built in 1945 by Peterson Boat Building Co., Tacoma; and is powered with a 300-hp. Union diesel.

In her tender duty she will be commanded by Capt. Jack Xitco, with Dick Kink as one of the crew members.

"PORKY" TO EUREKA

Albin E. Anderson, Eureka, re-recently brought the former government gasoline boat *Porky* from San Francisco to Eureka under a temporary permit. The craft is being registered locally and will be operated as a fishing vessel.

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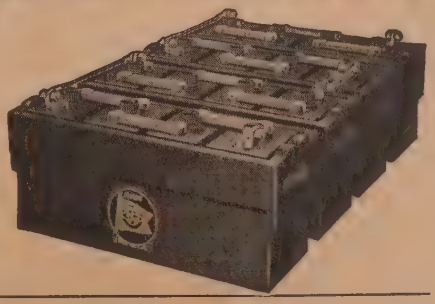

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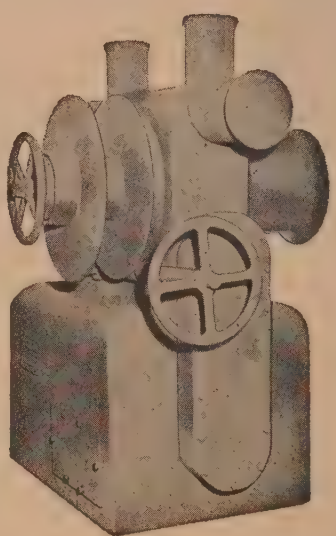

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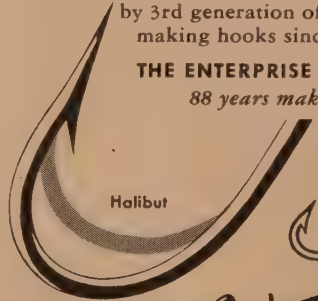

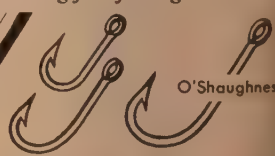

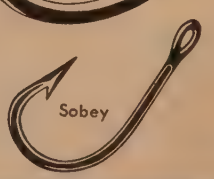

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LINES and LEADERS

George P. Aldridge Awarded Radio Achievement Gold Medal

George P. Aldridge, Vice President in charge of Sales and Government Contracts for the Radiomarine Corporation of America, a service of the Radio Corporation of America, was honored recently by the Veterans Wireless Operators Association when he was awarded the Marconi Gold Medal of Achievement. Mr. Aldridge formerly was the Radiomarine Service Manager at Wilmington, Calif, and is widely known to Pacific fishing people.

The award was made "In recognition of his rise from early wireless operator to a position of leadership." The Marconi Memorial Gold Medal of Achievement, offered annually since 1937 in memory of Guiseppi Marconi, father of radio telegraphy, is awarded to "Old-Timers" in this field who have "attained outstanding heights of achievement in their chosen profession and, in doing so, advanced the science and profession of wireless telegraphy."

E. F. Bentley Directs Sales Of G. M. Detroit Diesels

Appointment of Ernest F. Bentley as general sales manager of the Detroit Diesel Engine Division of General Motors has been announced by W. T. Crowe, general manager of the division. Mr. Bentley, succeeds V. C. Genn, whose death occurred in January.

Mr. Bentley's association with General Motors dates from 1934 when he started as an engine designer with the Winton Engine Corporation of Cleveland, which later became the Cleveland Diesel Engine Division. He came to Detroit Diesel in 1940 as project engineer and prior to his present appointment was operations sales manager.

Sperry Staff Honors Burtis' 35th Anniversary

H. S. Burtis, manager of the Sperry Gyroscope Company branch at Seattle, is being presented this spring with a handsome memory book by the members of his staff, commemorative of his 35th anniversary with the Sperry Company.

The actual anniversary was observed some weeks previously when the staff at Seattle entertained Mr. and Mrs. Burtis.

In January Mr. Burtis was in New York for the annual 15-Year Club dinner; and later presided at the first of a series of 5-Year Club dinners at Seattle. Among those mustered for this dinner was Glenn Marsh, Sperry representative at Portland, 30-year veteran with Sperry.

Mr. Burtis began with Sperry as a service engineer. He has been manager at Seattle since 1922, and Northwest District manager since 1938.

Elmer Linenschmidt to Handle Sunde & d'Evers Engine Sales

Following through on the recent announcement of the appointment of the Sunde & d'Evers Company, Seattle, as Washington and Alaska distributors for the Kermath engine line comes word from George Sunde, general manager of the company, that Elmer Linenschmidt, currently manager of the hardware department, has taken on additional duties as manager of the engine sales and service department.

Mr. Linenschmidt has had many years experience in the engine field, according to Mr. Sunde, and is well qualified to work with owners of all types of craft on engine and propulsion problems. He brings to the new engine department a technical "know-how" which is the end result of years of working with engines of all kinds.

Perhaps best known for his long association with the world's fastest boat, the **Slo-Mo IV**, Mr. Linenschmidt is one of the top men in Stan Sayres' crew of experts. "Elmer" has under his direct supervision the tuning and maintenance of the power plant in this outstanding craft.

The Sunde and d'Evers Company now has a stock of engines on hand with more arriving from the factory every few days together with a complete stock of Kermath parts available for shipment to all parts of their distributive area. Mr. Linenschmidt reports that Kermath sales have been excellent with a fine response from the territory to an aggressive selling campaign establishing dealers and service outlets.

Kenny Anderson in charge of parts and Doug Callender in charge of service are assisting Linenschmidt at the Sunde store in Seattle.

Ball-Bearing Swivel For Salmon Trollers

A ball-bearing swivel, first ever designed for use by commercial salmon trollers, now is in distribution through regular Pacific Coast trade channels as a new addition to the Sampo Manufacturing Company's complete line of fishing swivels.

The patented ball-bearing action that prevents leader twisting and breakage is the outstanding feature. The new unit, which has the standard ¾" tubing connector shank, reportedly is designed to their exact specifications.

Designated the No. 6 Sampo Tubing Connector, the new model has a special rugged construction. It has passed a 300-pound dead weight test according to Sampo manager, O. A. Johnson. Major details include a six-ball thrust bearing; connecting ring of welded Monel; and nickel-plating of all brass parts, inside and out, for maximum corrosion resistance.

Johnson also disclosed that the company's rapid growth had made necessary a move from San Francisco to a larger new plant specifically tooled for volume production of ball-bearing swivels. New Sampo mailing address is 2431 Spring Street, Redwood City, California.

Elmer Linenschmidt, manager of the engine department of the Sunde & d'Evers Co.

Portland Diesel Sales Engineer Honored by General Motors

R. Blaker, sales engineer of Gunderson Brothers Engineering Corporation, of Portland, is one of ten men to be honored by the Detroit Diesel Engine Division of General Motors for outstanding sales achievements in 1952.

As leader in the sale of G.M. diesel engines in a three-state sales zone which includes Oregon, Mr. Blaker has qualified for the Division's annual W. T. Crowe Diamond Award. He will receive a ring, a certificate of merit and will be brought to Detroit in June for appropriate ceremonies and a three-day cruise on the Great Lakes.

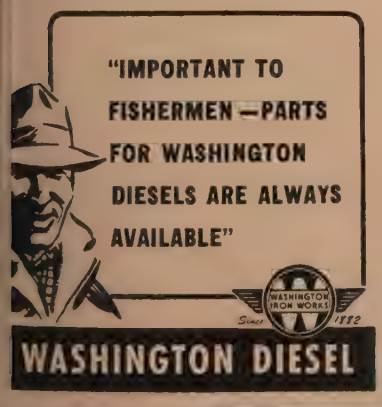
Raytheon Appoints Donald Tait

The appointment of Donald W. Tait as manager of sales promotion has been announced by James J. Tynan, sales manager, equipment sales division, Raytheon Manufacturing Company.

Mr. Tait has a broad background of experience in advertising, merchandising and sales promotion.

Frank Strickland Joins Spaulding, Naval Architect

Frank E. Strickland, Seattle naval architect, has become associated with Philip F. Spaulding's naval architectural and marine engineering firm located at 65 Marion Street, Seattle. Mr. Strickland brings to this firm more than 26 years of engineering experience, principally in naval architecture, and including 12 years of aircraft engineering. He is a graduate naval architect and marine engineer of the Massachusetts Institute of Technology. For the past seven years Mr. Strickland has conducted his own naval architectural office in Seattle, and recently was naval architect in the local office of the Assistant Industrial Manager, United States Navy. He is in charge of the hull design division of Philip F. Spaulding's firm.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BARGAIN OF THE YEAR—Boat KI-POC-KI, 48'x13', $26,500 marine survey value going for $18,000, used three seasons, sleeps six. Finest construction; oak frames, vertical grained Douglas fir decking and planking. Gray Marine 165 HP diesel, Fairbank auxiliary, Freon refrigeration, 19 ton hold, equipped with bait tank, 32 and 12 volt generators: radio, direction finder, iron mike, hydraulic anchor, winch and heavy duty winch and steel boom for purse seine. Contact Arch Kincheloe, 8153 Kenyon Ave., Los Angeles 45, Calif. Phone ORegon 8-5645 evenings.

FOR SALE: Two bales sardine netting. 1" & 8-6 thread. 100 fathom long, 400 mesh deep. John Evich, 903 Whitecliff Ave., San Pedro. TE 3-6948 or TE 2-0656.

FOR SALE: Machine Shop and supply business. Booming country, ideal location, leased property in Southeastern Alaska's largest boat harbor. Inventory over half asking price. Will accept boat as part $10,000. Grid Machine Shop, Ketchikan, Alaska.

FOR SALE: Boat C. L. BROWN, length 35.9, width 11.7, depth 5.85. Built 1945. Diesel, radio, salmon gurdies. Seaside Clam Co., Warrenton, Oregon.

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FOR SALE: 45' boat, converted for all kinds of fishing. Dragging gear, good condition, complete $18,500. Fred Paolini, 1658 Greenwich St., San Francisco, Calif. Phone: ORdway 3-9572.

FOR SALE: 80-ft. converted fishing vessel suitable for packer or Albacore Twin screw 671-GM Diesels. 110-volt electrical system, Northern anchor winch, electric cargo hoist, 35-ton ammonia refrigerated fish hold. Priced to sell. Write Box 171, PACIFIC FISHERMANS NEWS, 71 Columbia St., Seattle 4, Wash.

FOR SALE: 5 ton per hr. capacity fish reduction plant including cooker. Press, dryer and appurtenances located in Los Angeles Harbor area. Write to Frank Jerome, 4073 Bandini Blvd., Los Angeles 23, Calif.

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1—Swenson triple effect Stickwater Evaporator, with copper horizontal tubes, total heating surface 1320 sq. ft. Including connecting piping, condenser, pumps, supporting steel, etc.
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1—Davenport No. 3A Dewaterer.
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165-foot codfish schooner "C. A. Thayer"
155-foot codfish schooner "Charles R. Wilson"
20 Cape Cod fishing dories, with outboard motor wells
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One General Motors 6-71 Diesel auxiliary set, completely reconditioned and guaranteed. 120-volt, D.C.
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Blocks, shackles, sails, tarpaulins, chains, anchors, etc.

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NICK LARSEN MARRIES

One of the most popular fisherm out of Long Beach harbor, Nick L sen, was married recently, to E Duvall of San Francisco. The ce mony took place in the Luthe Church at Long Beach. The br plans to fish with her husband on boat, the *Cecelia L.* The boat fis Albacore primarily.

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ancouver Fishing oat Owners Fight or Better Moorings

ishing vessel owners in the Van-ver, B. C., area are renewing their t for establishment of a fish dock the metropolitan area to relieve present waterfront congestion.

arold Christenson of the Fishing sel Owners Association claims that group represents an investment $10,000,000 in craft and gear and present facilities are "pitifully lequate."

entative plans for a fishermen's k on False Creek have been ap-ved. For several years the Cana-n government had an appropria-of $100,000 set aside for this proj-but last year it was withdrawn ause of defense priorities.

he fishermen are seeking support he Vancouver city council in urg-federal action this year.

erglass is Employed Purse Seine Skiff

he purse seiner *California* has a 24′ skiff built of plywood and ered with fiberglass by Fairships powered with a Chrysler Crown ne. The *California* is owned by y Vilicich of San Pedro.

e Monterey purse seiner **A. A. Fer-**, Joe Ferrante, managing partner, been chartered to **Tom Mardesich**, San o, who will use her to fish tuna.

OR THOSE

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Small Salmon Show Off Moss Landing

For the first time in many months, conversation about salmon fishing is heard around Moss Landing. The sport fishing season for salmon opened February 15th and many of the smaller boats have been out prospecting. Fishermen report seeing many little fish, fingerlings which have come down into the ocean from the streams. The commercial fishermen fervently hope this means that the big ones are out there, too, although their season does not open until May 1st.

Several boats in Moss Landing are going to Washington in this interim period, between March 15th and May 1st. Among them are John Shogren on the *Joyce,* Charles Graham on the *Viv* and Alex Ogren of the *Jay-Cee.* Other skippers are busy getting their gear in readiness, limbering up the gurdies, shining the spoons and testing the strength of leader wire.

TWO EUREKA BOATS IN TROUBLE

Frank Spenger and Dale Miller, co-owners and operators of the 65′ dragboat *North Head* had a close call recently when the craft ran onto a sand bar off the Eureka Coast Guard station. The boat was refloated, however, after efforts to pull her off had been unsuccessful, and she made her way into port under her own power, proceeding to the Gillette Marine Ways at Fields Landing for inspection for damage.

The dragboat *Dorothy Ann,* 65-footer based at Eureka, recently broke down with motor trouble off the northern California coast. She was towed to port by a Coast Guard motor-sailer.

G. M. Lindstrom, Eureka, recently put his boat *Christine* up on the Gillette Marine Ways for a paint job, preparatory to spring operations.

The *Missionary Estada,* working out of Eureka this winter, recently got a face lifting on the marine ways of the Gillette plant. The craft is owned by Frank Sutton, skippered by Bud Harris.

Ove Holmes, Eureka fisherman, has had his boat *Evelyn H.* on the Gillette Ways in Humboldt Bay for installation of a new propeller shaft and a repaint job.

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New Hydraulic System Provides Multi-Station Control for Enterprise Diesels

Big boon to boat owners is the versatile *Enterprise* control syste an all-in-one unit that brings fast, effortless maneuverability to di powered craft. Through the complete speed range, from "stop "full ahead" or "full astern," the engine is directly operated single lever utilizing fluid pressure. The operator actually "feels" engine's instant response to every change of lever setting. This ble hydraulic system permits several control units to be installe the line—in the wheelhouse, up forward or aft, with accurate chronization between stations. Greater navigating safety is prov under all conditions of weather, current, tide and traffic.

For the finest in dependable marine power, specify quality- ENTERPRISE DIESELS—the choice of power experts. Models 73 to 2284 H. P.; 3, 4, 6 and 8 cylinders; normally aspirated turbocharged.

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Marine Diesel Bulletin EM-B8

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Japanese High-Seas Gillnets Fish Mingled Stocks of Feeding Salmon

HIGH SEAS fishing operations of the Japanese in the North Pacific south and to westward of e Aleutian chain exploit a mixed ock of salmon composed of widely spersed groups of salmon of differ- t ages and characteristics moving rough the areas of fishery.

Opinion as to the origin of the ocks of salmon fished should not be awn from the data available on the sis of a single season's observa- ons.

These are the principal conclusions ached in the report of Francis M. kuhara, fishery biologist attached the U. S. Fish and Wildlife Service, o accompanied the Japanese ex- dition of 1952 as an observer.

shed 90 Miles, Not 0 Miles Off Kiska

Full text of the report was made ailable in February. Unfortunately, e official publication contains a aring error which also marked the st generalized release on the sub- t last September. This error fixes e most easterly area fished — and *ere the best Red salmon fishing s found*—as "400 miles south of ska."

Actually the area in question lies tween 60 and 90 miles south of ska, "corking" the passes between ska and Amchitka.

It is notable that more than half of e Red salmon catch handled by the *nyo Maru No. 3,* largest of the ee motherships, was taken in this atively small area; while Pinks and ums dominated in the catches de further westward—south and thwest of Attu—and southwest of Kommandorskis.

d Salmon Found eding on Fish

Perhaps the most interesting re- ts of Mr. Fukuhara's observations m the biological standpoint was finding that the Red salmon taken th of Kiska had been feeding heav- on squid and lantern fish up to in length. This was particularly onishing because scientists have posed that Red salmon were ex- sively plankton-feeders. This as- ption was based largely upon species' fine gill-rakers, charac- istic of plankton-feeders; and upon fact that coastal trolling opera- ns rarely or never take salmon this species.

n this connection it is further nota- that the Japanese expedition caught Red salmon for tagging purposes by means of flagline gear with hooks baited with salmon meat.

Fish and Movements Subject to Rapid Change

Best Red salmon fishing was found off Kiska between May 11 and June 7. During this time the Reds were slender in appearance, feeding actively, and seemed to be moving in random fashion, as fish were taken in equal numbers on both sides of the net, regardless of the direction of the set.

males or "jacks," as their sexual organs showed no development.

While the Red salmon varied sharply in characteristics between areas fished and at different times during the season, the Chums proved quite uniform. Some squid and fish were found in Chum salmon stomachs, although less frequently than in the case of the Reds.

Gear Selectivity Marked

Very few Pink salmon were taken near Kiska; about twice as many in

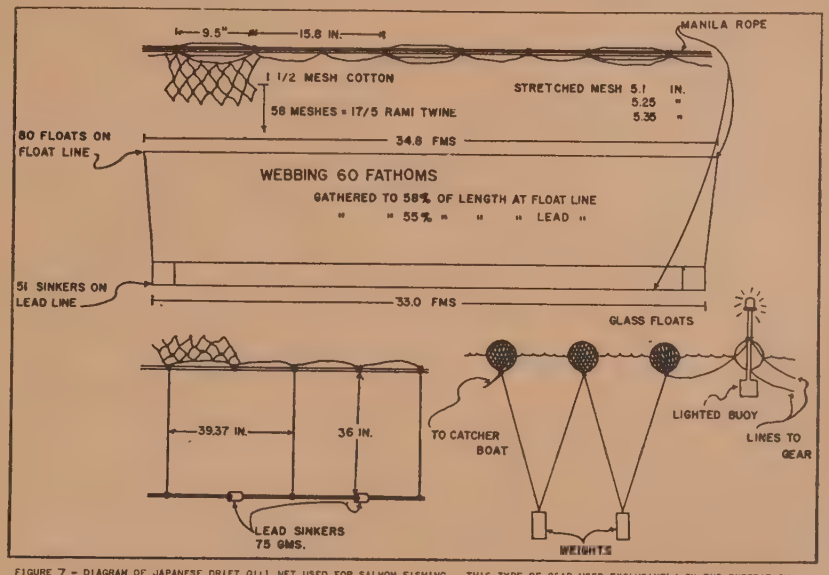


FIGURE 7 - DIAGRAM OF JAPANESE DRIFT GILL NET USED FOR SALMON FISHING. THIS TYPE OF GEAR USED EXCLUSIVELY BY THE EXPEDITION. LOWER RIGHT- "BUMPER" APPARATUS RIGGED TO KEEP SLACK ON LINES.

On June 9 there was an abrupt change in the abundance of Reds, in their movement, feeding and physical characteristics. On that date the fish taken seemed to be moving in a definite path from the south to the east—in other words, from the open Pacific toward the passes leading into Bering Sea and toward Bristol Bay.

On June 14 there was a sharp change in catch composition—fewer Reds being taken, and more Chums. Furthermore, the Reds were distinctly different in character. They were much deeper fish, and the average weight went up from 5.34 lbs. noted prior to June 9 to 6.2 lbs. during the period from June 14 to 20.

In the fishing south of Kiska and Agattu numbers of Red salmon 12" in length and less were taken in spite of the fact that fishing was all done by gillnets, and of a mesh size which would permit most fish of such small size to escape. These fish were apparently juvenile and not precocious the Attu area; and the great majority in the westerly area fished.

By July 1, after the expedition had moved relatively close to Kamchatka, Pinks composed more than half the catch; males with humps began to appear; and early evidence of watermarking was discerned. Feeding was reported "extremely heavy," but Fukukhara does not report on stomach contents. He notes, however, that female Pink salmon were occasionally caught with handlines, using bait.

The marked selectivity of gillnet gear in discriminating against one sex or the other of salmon (as reported by Dr. W. F. Thompson for the Bristol Bay work of the Fisheries Research Institute) is shown further by the Fukukhara observations. He says, in reporting on Pinks: "Only 14 of the 345 specimens measured and examined were females. Gear with smaller mesh, set by the Fisheries Inspection vessels, caught a relatively larger number of females than the

Nylon netting lasts longer

RESULTS: REDUCED MENDING AND REPLACEMENT COSTS

Fibers of Du Pont nylon *keep* their great strength far longer than other fibers ordinarily used in netting. Nylon nets require less mending and replacements. Nylon's great resistance to rot and wear makes netting last longer. Everywhere, fishermen are proving that nylon helps cut their operating costs.

Here are four more good reasons why you should switch to netting of Du Pont nylon.

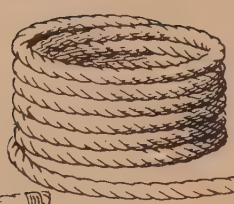
1. NEEDS NO PRESERVATIVE! Marine organisms, fungus, mildew, oil or gasoline have little effect on nylon. Nets can be left in the water indefinitely; you save the cost of preservatives, the labor of applying them; and nets weigh less.

2. ABSORBS LITTLE WATER! Nets of Du Pont nylon gain less than half the weight other nets do when wet. This makes them easier to handle, cuts your marine-power costs.

3. NEEDS NO DRYING! Nets of nylon can be used catch after catch, day after day, without time lost in drying. This reduces the number of nets formerly needed to maintain continuous, profitable fishing. Nylon nets can be stored wet, too.

4. WEIGHS LESS! Where less weight is important, nylon's great strength allows use of smaller twines, making nets lighter, easier to handle. Pound for pound, you get a greater length of netting with nylon.

Only nylon netting gives you *all* these important advantages. So call your net supplier for information on the latest in nylon.



✓ CHECK THESE EXTRA VALUES OF

NYLON ROPE

- Stronger—lasts longer, high shock absorbency.
- More flexible.
- Resists abrasion and rot.
- Needs no drying or preservative.
- Lighter weight—easier to handle.

Profit-wise fishermen use nets of NYLON to cut operating costs

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TEXTILE FIBERS DEPARTMENT
WILMINGTON, DELAWARE

DU PONT
REG U S PAT OFF

BETTER THINGS FOR BETTER LIVING
...THROUGH CHEMISTRY

shing fleet. This indicates the presnce in the area of females not taken the regular catch because of the lectivity of the gear fished."

Most Fish Taken Close to Surface

Variations within the catch were oted on the same day, one fishing essel taking Reds of one type, quite fferent from those in the catch of nother boat. Similarly, during the rly part of the season in particular, mbers of fish taken by the different ats ranged widely on the same ys, indicating spotty distribution of e fish. At the same time, there was neral evidence during the early seaon that the fish were generally disrsed and not swimming in compact hools, as they usually were distribed at random the full length of the t.

Most fish were taken close to the rface, from 85 to 90 percent being lled in the top 10 meters of the net. aring cold winds and rough seas e fish were taken deeper, but still se to the surface.

Daylight fishing was not productive til July 16. On moonlight nights h could be seen swimming along e gear and avoiding the net.

One surprising catch was that of a urbot" or arrow-toothed sole in a llnet in waters roughly 3,000 fathns deep.

Fish taken in the gillnets were not sufficiently good condition for tagng. Baited longlines were used to ke salmon for tagging, but only out 2,000 fish were tagged and reased.

1% Increase Planned or Japanese Operations

Seventy percent increase over 1952 Japanese salmon fishing effort in e North Pacific area adjacent to e Aleutian Islands is programmed · 1953, according to official indicans from Japan.

There will be three motherships, as 1952, but the tonnage of two will very much greater while the third ll be a veteran of last year's exlition—*No. 3 Tenyo Maru.*

Where 50 catcher boats were oper-d in 1952, the number planned for s season is 85. In addition, there l be 20 "industry research vessels," ainst 7 last season.

The period of operation, "Maygust," is approximately the same in 1952; and the areas to be fished l be about the same.

The expedition will be a joint ven-e of the Taiyo, Nichiro and Nippon npanies.

. A. "Bill" Hinckley, who has been ociated with Wilbur-Ellis Co., San Fran-o, for the past 18 years, and who is surer of both that company and Con- Bros. Co., Ltd., was elected to the rd of directors of Wilbur-Ellis Co. last nth. Mr. Hinckley is very well known he California sardine industry.

M. Otani, head of the house which plays a highly important part in the fish business of the Hawaiian Island, stands on the right in this picture, taken at his place of business. His son, A. Otani, on the left, is an active factor in the business. Between them is Ned Smith, a leading Honolulu fish broker.

Otani Means Fish in Honolulu

In Hawaii the name Otani is inseparable from the subject of fish; and M. Otani, who started in 1911 as a fish peddler, has built his business house, M. Otani Company, Ltd., into a truly notable institution.

Mr. Otani is still active in the direction of the business, but A. Otani, his son, takes a leading part also; while J. Otani and K. Otani, two other sons, and three married daughters are all a part of the firm.

The Otani house, beside being a fish dealer, owns the Honolulu wholesale fish market, conducts the auction, rents the stalls to concessionaires, and is engaged in all aspects of the fish business.

One of the brokers who plays an important part in supplying the Hawaiian market with fish products from the mainland is Ned Smith. He is quite a factor in the salt salmon trade, and represents many Pacific Coast houses in the islands, notably Bunzen & Davis, British Columbia Packers, Ltd., and the Washington Fish & Oyster Co.

With Mr. Otani, Mr. Smith points out that the Hawaiian trade is interested primarily in fish which is strictly fresh, landed daily by the market fleet, or in salt fish. The interest in salt salmon goes back to the very beginnings of the salmon business, when the clipper ships took salt salmon on this coast and traded some in what they then called the Sandwich Islands on their way to China for silk and tea.

Fish is not cheap in the Hawaiian Islands, and not particularly abundant, although the variety is exceptional. Mullet is one of the favorites, locally-caught fish of this species commanding a retail price of $1.20 round. Mullen flown up from Canton Island is cheaper, because it isn't as fresh as the local product.

There is a minor trade in frozen fillets among vacationists and newcomers to the islands, but the indigenous population wants its fish fresh from the sea—or hard-salted.

California Firms Sponsor Puerto Rico Tuna Plant

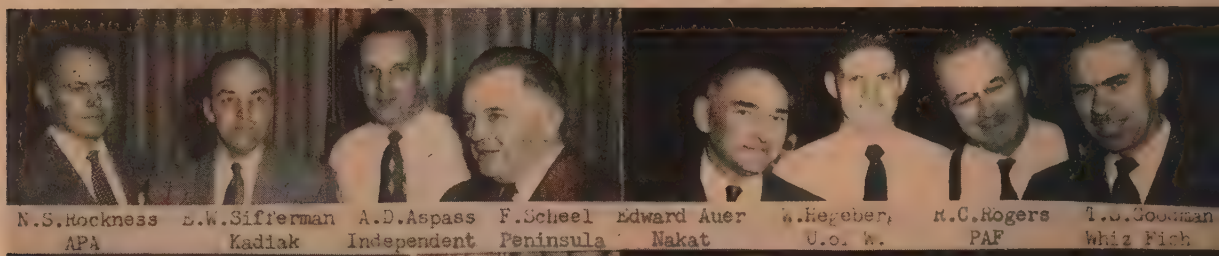
Wayne Prickett, one of Southern California fishing industry's master mechanics and contributor of a number of packing innovations, has been chosen to set up and operate for one year the new tuna plant at Ponce, Puerto Rico. Wayne left around March 15. Walter Forbes, former assistant manager, South Pacific Canning Company, Long Beach, will be plant manager at the new plant. Interests of both South Pacific and Westgate-California are involved in the Puerto Rico venture.

S.F. Tyee Club Offers Salmon Study Scholarship

To further scientific study of the Pacific salmon with a view to advancing its conservation, the San Francisco Tyee Club, composed of sport fishermen, is offering a $1,200 scholarship for a graduate student in biology to do research on a particular phase of salmon biology. The student must become a registered graduate student at either the University of California or Stanford University.

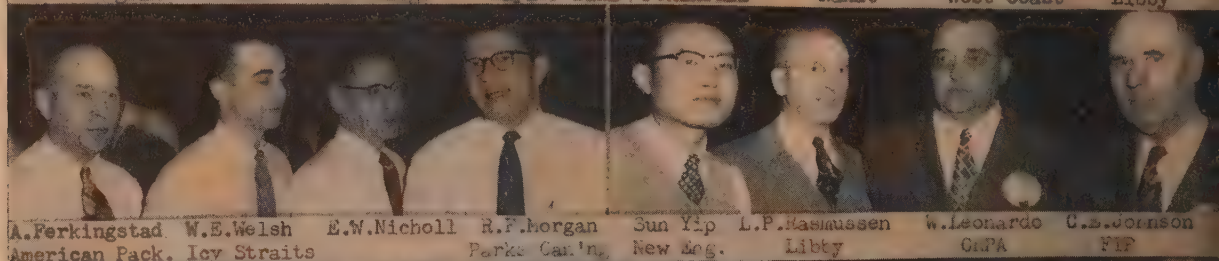
Applications must be submitted by April 15 to the Secretary, San Francisco Tyee Club, 1579 37th Ave., San Francisco 22.

EXPERT SALMON JUDGES WHO EXAMINED THE 1952 PAC

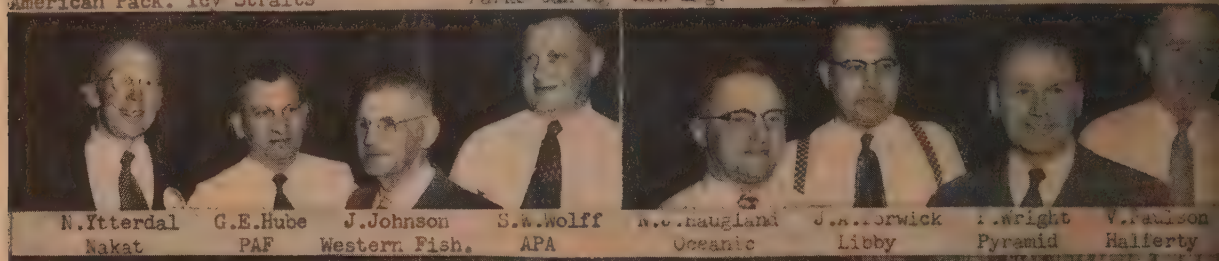


N.S.Rockness APA | E.W.Sifferman Kadiak | A.D.Aspass Independent | F.Scheel Peninsula | Edward Auer Nakat | W.Hegeber, U.o. W. | M.C.Rogers PAF | T.B.Goodman Whiz Fish

G.F.Boothby New England | V.Larson CAPA | Al.Oslin Fidalgo | J.A.Lauc Kayler-Dahl | K.G.Paulus Peninsula | T.A.Ryan Nakat | R.Chapman West Coast | J.A.Ekern Libby

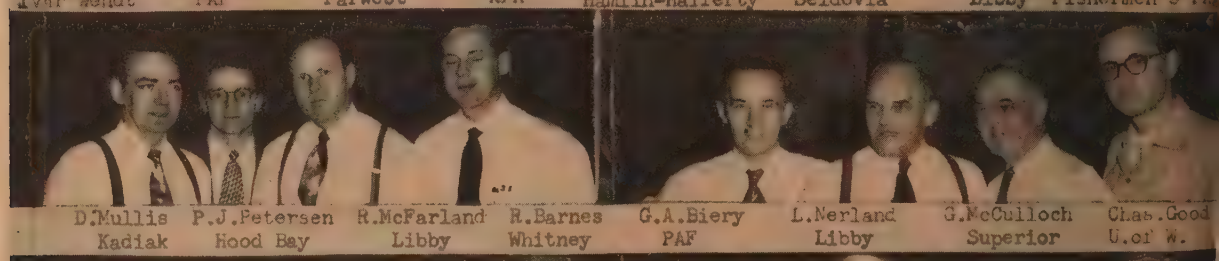


A.Ferkingstad American Pack. | W.E.Welsh Icy Straits | E.W.Nicholl | R.F.Morgan Parks Can'n. | Sun Yip New Eng. | L.P.Rasmussen Libby | W.Leonardo CAPA | C.B.Johnson FIP

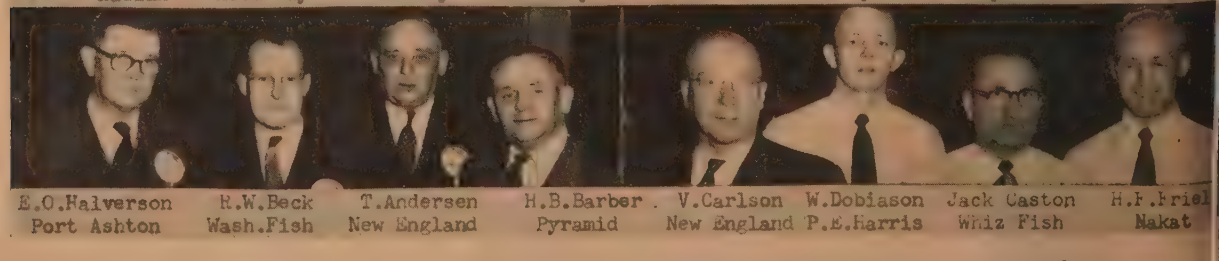


N.Ytterdal Nakat | G.E.Hube PAF | J.Johnson Western Fish. | S.W.Wolff APA | [illegible] Oceanic | J.A.[illegible]orwick Libby | [illegible] Wright Pyramid | [illegible] Halferty

A.M.Irvine Ivar Wendt | H.Norbisrath PAF | E.F.Burgess Farwest | D.K.Sherriff APA | G.Halferty,Jr. Hamlin-Halferty | H.L.Tallman Seldovia | F.W.Eastman Libby | J.C.Plancich Fishermen's Pk



D.Mullis Kadiak | P.J.Petersen Hood Bay | R.McFarland Libby | R.Barnes Whitney | G.A.Biery PAF | L.Nerland Libby | G.McCulloch Superior | Chas.Good U.of W.



E.O.Halverson Port Ashton | R.W.Beck Wash.Fish | T.Andersen New England | H.B.Barber Pyramid | V.Carlson New England | W.Dobiason P.E.Harris | Jack Gaston Whiz Fish | H.F.Friel Nakat

T 16TH ANNUAL CANNED SALMON CUTTING MAR. 12-13

SMOOTH SAILING AT LOW COST DEPENDS ON THE RIGHT LUBRICANTS FOR EACH BOAT. . . .

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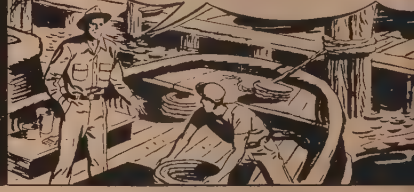
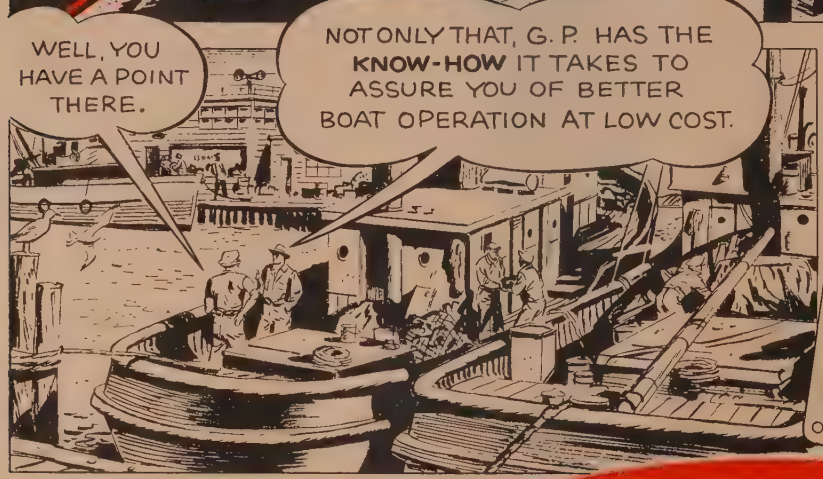
YES, BUT WON'T THAT COST ME A LOT MORE MONEY?

NOT AT ALL...THE FEW EXTRA PENNIES YOU SPEND FOR TH **RIGHT** LUBRICANTS COUL SAVE YOU THOUSANDS OF DOLL IN COSTLY BREAKDOWNS LOTS MORE THAN YOUR TOT LUBE PURCHASES FOR TWO WHOLE YEARS.

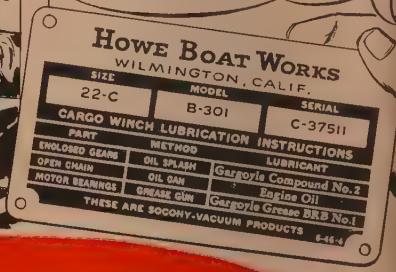


WELL, YOU HAVE A POINT THERE.

NOT ONLY THAT, G. P. HAS THE **KNOW-HOW** IT TAKES TO ASSURE YOU OF BETTER BOAT OPERATION AT LOW COST.



THAT'S WHY G.P. MARINE LUBRICANTS, MORE THAN A OTHERS, ARE **SPECIFIED** BY ENGINE BUILDERS ON THE RECOMMENDATION PLATE


HOWE BOAT WORKS
WILMINGTON, CALIF.
SIZE 22-C
MODEL B-301
SERIAL C-37511
CARGO WINCH LUBRICATION INSTRUCTIONS
PART | METHOD | LUBRICANT
ENCLOSED GEARS | OIL SPLASH | Gargoyle Compound No. 2
OPEN CHAIN | OIL CAN | Barbo Oil
MOTOR BEARINGS | GREASE GUN | Gargoyle Grease BRB No. 1
THESE ARE SOCONY-VACUUM PRODUCTS

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Fishing boat operators all over the West have found General Petroleum's policy of the RIGHT lubricant in the RIGHT place at the RIGHT time their best assurance of smooth sailing at low cost. Your boat, too, can benefit from G. P.'s long experience in the marine maintenance field. Visit your friendly G. P. marine distributor the next time you're in port for the tops in service and products . . . you'll be glad you did.

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11-47

. C. Fishermen's Cooperative ccepts Drastic Curtailment

arp curtailment in the operations e Fishermen's Co-operative Asso- on in British Columbia this year decided on at a week-long annual ing in Vancouver, B. C. recently. nagement will be concentrated in executive of the Prince Rupert rmen's Co-operative, of which Harding is general manager. The plants at Vancouver and Victoria, in recent years at a total cost early $1,000,000, will be virtually during the 1953 season. George nwell, manager at Vancouver, Karl Dybhavn, secretary, have ned.

new board headed by Jim Reid, er gillnetter, has been installed, ts membership has been reduced 12 to six. Replacing the 1952 , which was headed by Bob ay, Fanny Bay oyster fisherman, Martin Warnock, Pender Island r, who is vice-president under H. "Buck" Johnson, Victoria r; Adolph Prince, Victoria trol- Doug York, Bamfield troller, and Gibson, Kyuquot troller.

e big new Prince Rupert plant operate as usual; in fact, some sion of its activity may material- uring the coming season. Expan- of the plant, that had been ten- ly agreed upon some months will be held in abeyance.

nomic conditions that have af- l nearly all phases of the fishing try in British Columbia during past year are responsible for association's retrenchment. De- in the liver market, which had one of the most profitable phases e association's overall operations, he first setback, but the adverse ion brought about by slumping of other products and lower s was seriously aggravated by umerous strikes and tieups last n because of disagreement over between fishermen and oper-

ring the annual sessions much discussion was devoted to con- us arguments over union affilia- and the prospective attitude of association, should there be a tion this year of the 1952 stale-

re workers at the association's s are unionized and the union has ly made application for higher s. Some of the gillnetters selling co-operative are unionized, but of the trollers are independent.

Fishermen's Co-operative Fed- n, headed by T. H. Sorensen, is irectly affected by the reorgan- n and it will continue to function the past, as the marketing ization for the association.

Thirty-two delegates, representing 18 locals of the association, attended the meeting, at which Bob McKay presided.

For the period November 1, 1951, to October 31, 1952, production of the Fishermen's Co-operative Association showed a decline of 1,175,000 pounds. The production decline was in the higher priced species and increases in some of the lower priced species was insufficient to offset it. The association's statement shows a net loss for the year on the basis of advance prices only of $138,816. This lass was shown after charging $217,902 of the expenses incurred during the year against disposal of the 1951 inventory.

"The Fishermen's Co-operative Association," states the directors report, "is in a critical position. The causes, in the opinion of the board, are: 1. Facilities are developed for servicing the membership far beyond what are required by the production forthcoming from members; 2. Curbing of markets and market decline have resulted in lower gross margins on many species, and 3. Full understanding of the position of the organization has not been developed through the locals."

"For the 1953 season, we are faced with either a drastically curtailed operation or none at all," the report continues, adding that no payment is proposed on the 1951 operation, and the 1952 operations will likely show some overall loss when the fish is finally disposed of. Accounts receivable are at a high level.

Even a curtailed operation cannot be maintained if the association has to depend on its own resources for finance, the report states, and three alternatives were offered: (1) To liquidate the association; (2) accept financial aid from outside sources; (3) work closely with the Prince Rupert co-operative and depend on satisfactory financial arrangements being provided by that organization.

It was this third alternative that was accepted.

B. C. Whaling Agreement Permits Early Operations

At least one branch of the industry in British Columbia got away to a fast and harmonious start this year when whaling operations were resumed by B. C. Packers.

The company and its whaling crews and plant workers signed an agreement March 5, making it possible to get the whaling season under way by April instead of in May, as was the case last year, owing to a dispute over wages and other conditions.

R. E. Walker, vice-president of the company and actively in charge of the whaling division, said he hoped that production would be higher this season than last because of the longer operation, but it was pointed out that there has been no substantial improvement in the market for whale products and no fancy profits are anticipated. A total of 451 whales were taken last season by the fleet of five killer boats operating out of Coal Harbor, Vancouver Island.

The Cost of Controversy

Controversies between fishermen and packers on the Canadian west coast last season are reported to have cost the industry at least $10,000,000 in lost earnings, the stalemate in the herring fishery costing about $8,000,000 alone.

Fisheries Association of British Columbia has made an estimate of the cost to the province's fishermen of the prolonged and repeated tieups last year due to disagreement over the price to be paid for raw fish.

The summary follows:

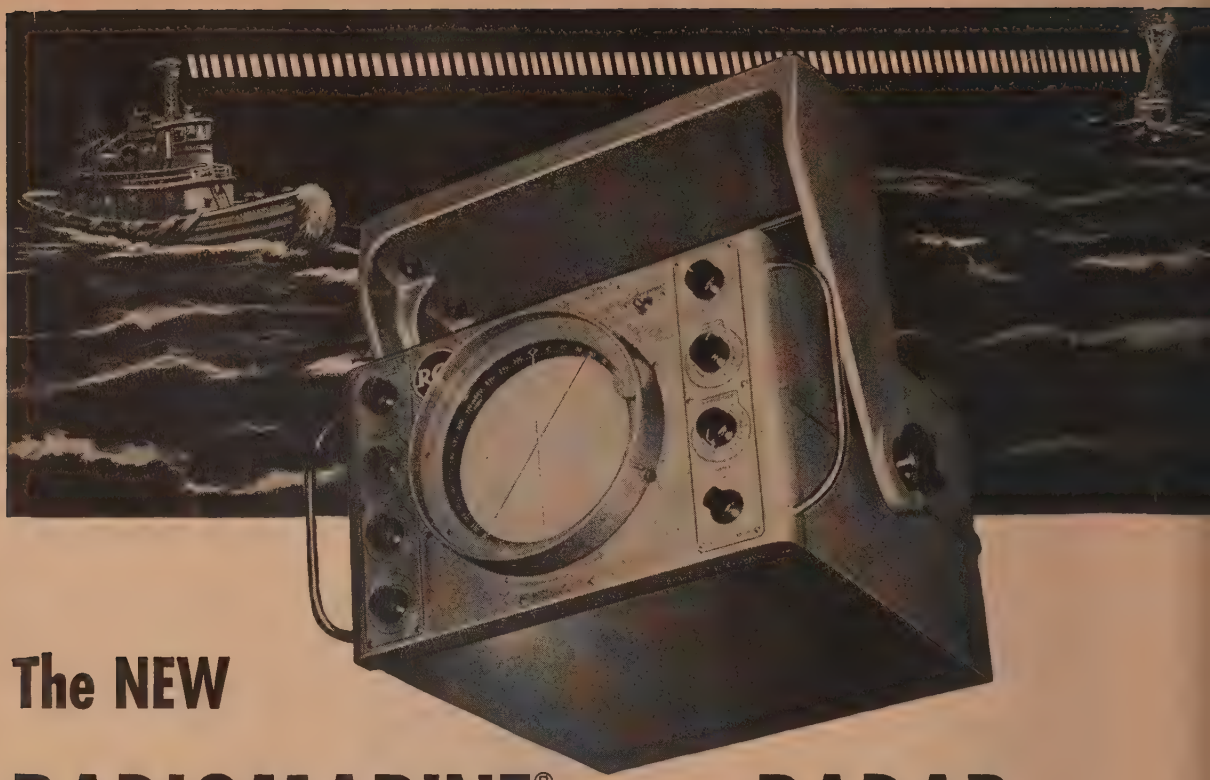
Whaling strike April 1 to May 1—nothing gained; estimated loss $400 to $700 by each of the 51 boat crewmen, $300 lost by each of the 65 plant workers.

Beam trawl strike April 18 to July 1—nothing gained; about $1000 lost by each of the 100 fishermen.

Salmon Sockeye strike, July 20 to July 24—gains ¼ cent on Pinks and $40 per fisherman per season; the 300 west coast seiners lost about $1,000 each, 1,400 gillnetters lost about $500 each; plant workers lost a week's employment.

Fall Chum Salmon Strike, September 1 to October 18—nothing gained; entire salmon, seine and gillnet fleet lost from $1,000 to $1,500 per man; plant workers lost $400 each and tendermen about $500 each.

Herring strike, November 1—nothing gained; the 1,000 herring fishermen and tendermen lost from $2,500 to $3,000 each; 500 reduction plant workers lost about $750 each.



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RADIOMARINE® 3.2 cm RADAR . . .

for work boats, fishing craft and small vessels

Now, mariners aboard small craft also can enjoy the advantages of radar. This new, low-cost Radiomarine Model CR-103 offers all the advantages of modern radar. Use it for pilotage . . . for position finding . . . as an anti-collision aid . . . for detecting storms.

Despite its small size, it has a 30-kilowatt transmitter. Operating on a wave length of 3.2-centimeters, it provides dependable and superior service.

Engineered and constructed to fit the small space limitations of tugs, harbor craft, trawlers, fishing craft, ferries and yachts, the CR-103 has these outstanding features:

Clear images on a 7-inch scope. Operating ranges of 1, 3, 8 and 20 miles, with a close-in range of 75 yards from the antenna.

50-inch diameter low wind resistance ant
weighs only 150 lbs.

Operates from 24, 32, 115, 230 volts D.
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small vessels to operate on schedule, reg
less of weather, in harbor, at sea or in
waters. Investigate its possibilities for s
and economy for your craft. Write for c
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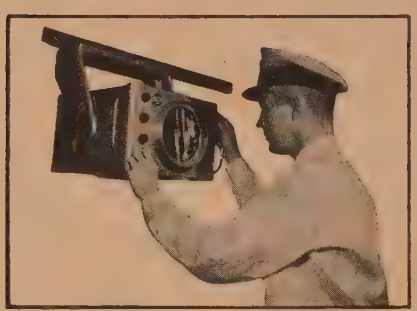
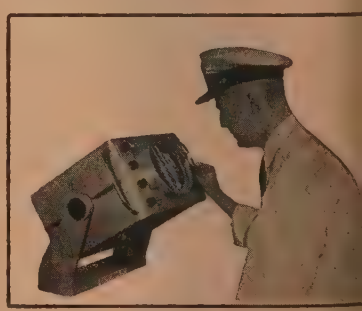


Mounted from the overhead

Mounted on Transmitter/Receiver Cabinet



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lore and Better Selling eed of Canned Fish Today

rchandising is what canned fish s today, in the view of Harley V. amara, president of the National Co., one of America's largest is—and he did not hesitate to the country's fish canners just in addressing the Fish Products erence at the annual convention e National Canners Association. . McNamara thinks there's plen- canned fish, but the way it's eted needs sharpening, he said: rankly, I don't think we need nore canned fish. I think we need r ways to sell more canned fish, r advertising programs, better ing, more and better ways to canned fish, and better sales- hip in selling canned fish by all ."

was critical of advertising as it een done, saying it has "done a poor job of selling our American e on the necessity of seafood in merican diet."

did not hesitate to say that the "bright spot I see in your pic- is the tuna fish sales. I wish item in our food line had shown mprovement that tuna has. I like to give you the figures; nfortunately if I gave them to you they would be given to our competition also; but let me tell you that I had them rechecked twice, because I actually didn't believe them myself. . . .

"Our total *dollar sale* of tuna is in excess of the total sale of all salmon and sardines combined; and our cheapest tuna outsells any other one brand of tuna."

He said that the National Tea chain is selling 1.5 cases of Red salmon to each case of Pinks.

Vance F. Sutter Chosen National Canners Director

Vance F. Sutter of Seattle, president of the Fidalgo Island Packing Co., was added to the directorate of the National Canners Association in the election held at the recent national convention. His term is for three years, and he was the only fish canner among the newly elected directors.

Pacific fish packers who are holdover members of the directorate include: J. D. Hendrickson, Columbia River Packers Association; D. T. Saxby, California Packing Corporation; Albert Vignolo Jr., West Coast Packing Corporation.

Friend of Tuna Duty Now Heads Commission

Dr. Edgar B. Brossard, who wrote the minority opinion favoring a tariff correction which would equalize the duty on tuna-in-brine with that of tuna-in-oil, in March was appointed chairman of the U. S. Tariff Commission.

He succeeds Oscar B. Ryder, whose resignation was accepted by President Eisenhower. Mr. Ryder was one of those whose adverse report killed the "escape clause" effort to aid the domestic industry against imports of brined tuna.

Herring Stalemate Cuts B. C. Yield 90%

Continued disagreement over prices and tieup of herring vessels were again reflected in the January revenue of British Columbia's fishing industry.

Total value of landed fish throughout the province was only $179,000, compared with $1,630,000 for the corresponding period in 1952. Landings were reduced from 45,900 tons in January last year to 2,500 tons in January, 1953.

The herring caught this year was for dry salting or bait, in the latter case some of the boats being manned only by their skippers. Very little herring was taken for reduction, and the meal and oil plants were virtually idle.

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Shepherd Radio Shops are skillfully manned and equipped to service your radio equipment. Complete spare parts available.
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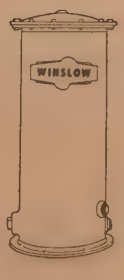
Choice for the IADIAN NAVY!
Red Wing MARINE ENGINES
Full line of Gasoline and Diesel Types
7 H.P. to 300 H.P.

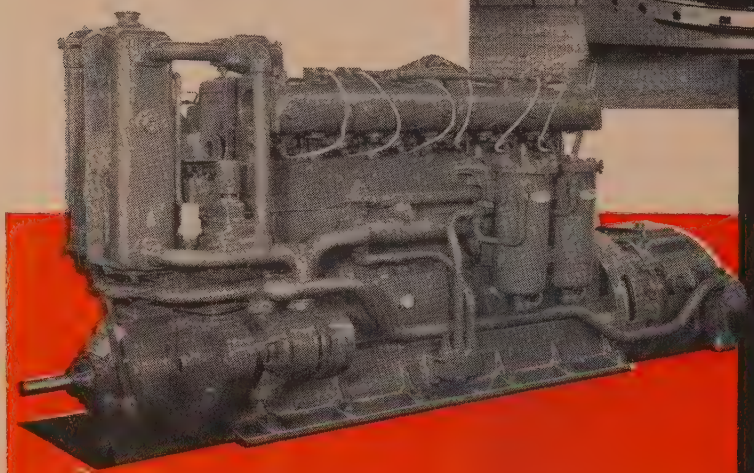
SEE THE NEW DC6-80 at the National Motor Boat Show Booth "Y" on the Mezzanine at Grand Central Palace, New York City, Jan. 9-17.
This new dependable model develops 80 h.p. at 1800 r.p.m. Has a 4" bore and a 4" stroke, displacement of 300 cu. in. Weighs under 1200 lbs.
04-30! FIRST CHOICE of the Canalavy for 27' "Sea Skiff" Patrol Boats. s 30 h.p. at 1800 r.p.m. 4 cylinder, " bore and a 3-3/4" stroke. for complete specifications.
WING MOTOR CO., RED WING, MINNESOTA

WOULD YOU CLEAN ONLY PART OF YOUR FACE?
No, of course, you wouldn't! Then why clean only *part* of the oil in your engine? Why be satisfied with anything less than the best protection you can give your engine's moving parts? Keep *all* your oil clean, and all the moving parts of your engine protected, with warranted Winslow Full-Flow Filters!


WINSLOW FILTERS
Winslow Engineering Company • 4069 Hollis St., Oakland 8, Calif.

The "Eileen," veteran of 17 years in crab, salmon, tuna and shark fishing.

4-cycle Atlas Marine Diesel, embodying recently developed features, but the same type of Atlas engine which was installed when the "Eileen" was launched.



. . . "I have paid out on my Atlas Diesel . . . over the past 17 years . . . $162 (for parts) including labor and connecting rod bolts, eight bolts and nuts for connecting bearings.

"The pistons and the main bearings have never been touched and the engine has never been apart . . . and is still operating very satisfactorily."

Harry G. Olson
Owner

$162. IN PARTS AND LABOR IN 17 YEARS OF FISHING WITH ATLAS MARINE DIESEL

Naturally, in the 17 years since the "Eileen" was launched, Atlas and Superior Diesels have been constantly improved to keep pace with present-day marine requirements. In the development process every effort has been directed toward building Superior and Atlas engines which will give this same kind of service year in and year out. If you'd like a copy of Skipper Olson's letter, and a bulletin describing modern Atlas Diesels of the type which powers the "Eileen," just drop a note or postcard to Springfield.

Superior ENGINES — ATLAS DIESEL ENGINES

DIESEL • DUAL FUEL • GAS

ENGINE DIVISION

THE **NATIONAL SUPPLY** COMPANY

PLANT AND GENERAL OFFICES:

SPRINGFIELD, OHIO

Distributor of Lister Diesels in the U. S. A.

SALES AND SERVICE P
Gloucester, Massachu
Kansas City, Mo.
Houston • Fort Worth,
San Diego • Oaklo
Terminal Island, Calif
Ketchikan, Alaska • Linco
Washington, D.C. • Ch
Portland • Astoria, Or
Halifax, Nova Scot
Vancouver, B.C. • Toronto
Park Rapids, Minne
New York • Seattle • Ne

OOD FISH
ARKETING
ion of PACIFIC FISHERMAN--

News and Views of National Trade in Fish and Shellfish

April 1953

lmon Sellers Confident ow—Uneasy About Future

fidence in the current situation ined salmon selling, but uneasi- with respect to the marketing ects for the coming pack, d to characterize the attitude mary market sellers who had ed to the Pacific Coast from the al conventions by presstime.

y feel that there won't be too difficulty in selling the pack on before new fish become avail- save perhaps for a few heavy of limited volume — but they like the looks of the sky ahead. spects for 1953 include the ability of a substantially sed volume of Pinks—with the ar on Puget Sound and South- Alaska looking for the flush side cycle.

ts this year have been in some- scant supply. They long since firmed at $20, and no great ty is available, save for one or bstantial blocks in firm hands. care are Pinks that imports of lly selected Canadian goods con- to reach this country in fair e. These Pinks are priced at exacly on parity with Ameri- oods, duty paid, of course.

sumer demand for salmon dur- e Lent and pre-Lent periods is reasonably good, although the tition has been keen. Frozen n abundance, tuna occupying retches of shelf-space, and the y reduced meat prices present- ne serious hurdles for canned to clear in seeking a spot in arket basket.

$4 spread between Pinks and , now firmly established by the ge of the former, stimulates ovement of Chums in those s where they can be substitut- s noted also that some average Cohoes have been priced down Pink level at $20.

rs generally feel that what e of success has attended mar- of the 1952 pack was due pri- to relatively low pricing, noved fish, even though it was in the pocketbook of many ers.

her 1953 pack costs can be levels which will permit sal- sell in competition with tre- mendous volumes of tuna — both domestic and imported—and against meat at the lowest prices in a long while is what was worrying the salmon sellers as they returned from the convention.

B. C. Salmon Inventory Still Onerously Heavy

British Columbia's only hope of disposing of its heavy carryover of canned salmon from the 1952 season is that the United Kingdom will start buying again; but the hope is a slim one, in view of recent statements by British government representatives.

The Canadian west coast industry finds itself inventory-wise in approximately the same position that confronted it a year ago, with about 650,000 cases unsold.

The packers managed to sell approximately the equivalent of last season's modest-sized pack, but they were still stuck with about the same volume of surplus as they had before packing operations started last year.

The Canadian domestic market is the objective of an aggressive selling campaign again this year, but the home market has never been able to absorb more than about 900,000 cases a year. Hopes of selling in the U. S. market with the advantage of lower tariff have faded as a result of the continuing premium on the Canadian dollar.

N. Y. Lenten Canned Fish Movement Satisfactory

Generally satisfactory movement of canned fish in the New York market under the lift in the Lensen season is reported by B. G. Levine of Heffernan, Jacobsen & Levine, canned food brokers. "Fair" rating is given the canned fish trade in the weeks following the holidays and the beginning of Lenten buying.

The Heffernan, Jacobsen & Levine firm is a new one on Hudson Street, being formed by Mr. Levine, J. Frank Heffernan and George T. Jacobsen, who had been connected with the J. F. Dorn house for 17 years.

Principal among the firm's canned fish accounts is that of the Van Camp Sea Food Co.

Norfish Sales Secures Extended Freezer Space

Norfish Sales Co., Oakland, Calif., has completed a leasing arrangement for most of the space in a new freezing and cold storage plant that Polar Freezer, Inc., is building in Oakland, Calif.

The new plant, which will have rail and truck facilities, will have a capacity of 700,000-lbs. of frozen fish, according to Neil and Gilbert Taylor, partners in Norfish Sales Co.

There will be a sharp freezer with a capacity of 30,000-lbs. per 8 hours, and the new plant, complete with handsome executive offices will be ready for occupancy some time in July. The new plant will also have a testing kitchen and laboratory.

Norfish Sales Co., founded in 1933 by the Taylor brothers, is one of the leading sea food brokerage houses on the Coast.

The Polar Freezer, Inc., building will be 160' long by 40' wide, and will be of frame and reinforced concrete construction.

Stuart Lay, Kenneth Seeborg and Jack O. Daly, in that order from the left, are working in new jobs in the Columbia River Packers Association's sales department, specializing in the sales and distribution of "Bumble Bee" seafoods.

"Bumble Bee" Sales Force Expansion Told

Columbia River Packers Association, Inc., packer of Bumble Bee seafoods, has announced two additions to the sales staff of the home office at Astoria, Oregon, and the promotion of Stuart Lay as special sales and promotion representative in the New York area. These appointments were made in accordance with management policy to enlarge the sales department to keep pace with the growth of the company, according to a statement by T. F. Sandoz, president of the corporation.

Kenneth Seeborg, new addition in the sales department, has a background of sales experience with Western Crown Cork & Seal Corporation and the Brookfield Company.

Jack O. Daly comes to the C.R.P.A. sales force with experience in the salmon business from his work in Alaskan salmon canneries and all phases of canned salmon sales and distribution with Skinner & Eddy Corporation, Inc. of Seattle. His background in the fisheries—particularly the Alaska salmon fishe is a notable one. His grandfath A. Daly, and his father, F. L. were both Bristol Bay cannery s intendents, as is his brother, Daly Jr., today.

Stuart Lay has concentrate special sales promotion and mer dising in the Northwest, Midwes New England leading up to his ent assignment to the No. 1 B Bee market in New York, whe will work closely with the fir Wm. H. Stanley, Inc., Bumble brokers for the New York are an expanded marketing progran

Southern California Canned Fish Marke

Quoted F.O.B. Pacific Terminals at time.

TUNA—	
Advertised Brands:	
White Meat, Fancy	$16.00
White Meat, Chunks	$14.00
Light Meat, Fancy	$15.10
Light Meat, Chunks	$13.50
Light Meat, Grated	$ 9.60 to
Private Label:	
White Meat, Fancy	$14.00 to
Light Meat, Fancy	$13.25 to
Light Meat, Chunks	$11.60 to
Light Meat, Grated	$ 9.60
Light & Dark	$ 8.00
MACKEREL—	
Pacific, Tall, nat	$ 8.50
Jack, Tall, nat	$ 8.00
SQUID—	
In brine, Tall	$ 4.50

A QUALITY CANNED SALMON FAMILY
UNDER ONE LABEL—FOR EASIER MERCHANDISING

. . . the label backed by
ADVERTISING
and a planned
PROMOTION

WHITNEY & COMPANY, CENTRAL BUILDING, SEATTLE 4, WASHINGTO

C. F. BUELOW
COMPANY
INC.
Distributors
Alaska and
Puget Sound
Canned
Salmon
Crab Meat
and Northwest Tuna
MAIN 4464
Smith Tower, Seattle 4, Wash.

PREMIUM QUALITY!
NATIONALLY ADVERTISED!
BREAST-O'-CHICKEN
BRAND
Fancy Solid Pack
TUNA
WESTGATE-CALIFORNIA TUNA PACKING CO.
28th Street and Harbor Dr. San Diego, Calif.

★
CANN
SALM
A Dependa
Source
Particular
Buyers Lab
★
GAVIN BROS
COLMAN BLDG, SEATTLE
CANNED SALMON, TUNA, CRAB

nned Tuna Benefits om 6-Way Promotion

n excellent example of present- cooperation in support of a food bination was the early-Lent pro- tion of Ripe Olive Tuna Ring, ch saw this dish featured through- the country as result of pooling he enterprise of six groups inter- d in the furthering of as many erent products entering into the e Olive Tuna Ring.

hese groups included: United tes Steel Corporation, The Olive risory Board, Pet Milk Co., As- ated Independent Canners, Tuna earch Foundation, and Can Man- turers Institute.

he cooperation extended to adver- g in many forms: consumer peri- als, food trade journals, television, io, point-of-sale pieces, and mer- ndising level promotion.

---

ldo Casaretto of Koulouris & aretto, Los Angeles fish products kers, report that they have been ed Southern California repre- atives for "Shrimpburgers," and the product is clicking in the A. market like a Spanish dancer's anets.

the RAND of DISTINCTION
Known to discriminating buyers everywhere

DELCA
★
←HOME-STYLE PICKLED HERRING

ERRING→
IDBITS IN
INE SAUCE

ANOTHER OXENBERG PRODUCT
Inquiries solicited from unrepresented territories.

DELCA
FISH PRESERVATORS, INC.
262-282 METROPOLITAN AVE.
BROOKLYN 11, NEW YORK

The BUYERS' CORNER

Regional Canned Fish Preferences Surprising

A surprising regional preference pattern was revealed by a study of consumer choice of canned fish, made by the U. S. Fish and Wildlife Service. The data were collected in 1951, but were not published until early this year.

Canned salmon maintained its lead position in the overall returns, with nearly 63% of those contacted in the nation-wide survey saying that they served canned salmon. Tuna was close in second place with 56%. Sardines followed with 13%, and mackerel registered 2%.

People in areas with a high proportion of rural families had a definite preference for salmon, while areas with higher urban populations preferred canned tuna. For example, in the South salmon was preferred over tuna 2-to-1, with 73% using salmon to 36% using tuna.

On the other hand, in the Northeastern states, with large urban population, 76% used tuna to 55% who served salmon. The use of sardines closely followed the preference pattern for salmon.

It was notable that on the Pacific Coast, where salmon canning began, and where the great majority of American canned fish is packed, tuna was first in consumer preference by a large margin, almost 70% of the consumers using tuna, while 46% said they bought salmon. In the Middle West the situation was reversed, 70% using salmon and 50% tuna.

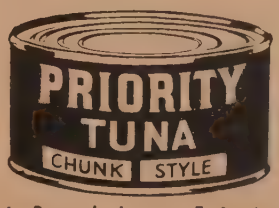
Portland Food Brokers Elect New Officers

The Portland Food Brokers Club has elected Joe E. Gard as its president for 1953. He is head of Gard Distributors, Inc.

Vice president is Louis E. Smith of Olson Brokerage Co.; while William P. Lyle of Goebel-Pratt Co. is secreary-treasurer.

Membership of the Portland Food Brokers Club includes:

Ariss, Campbell & Gault, Bryson Brokerage Co., Cavanaugh Brokerage Co., Dickensheets-Potter Co., M. J. Edwards Co., James Fenwick Co., Fries-Holsclaw Brokerage Co., Gard Distributors, Inc., Gillespie-Petersen Brokerage Co., Goebel-Pratt Co., A. A. Hallander & Co., Jeffrey Sales Co., Johnson-Lieber Co., Junge McGregor Co., Kelley-Clarke Company, Mailliard & Schmiedell, Marsh & Co., Inc., Olson Brokerage Co., Parrott Co., Inc., L. W. Pennington Company, Sealy Brokerage Co., Stater-Kauffman Co., Waldon-Pacific Co., Winner-Misner Co.



Easy to Remember! *Easier to Sell!*
J. R. BARRY & CO.
727 W. 7th, Los Angeles MA-69291
Exclusive Sales Agents for
California Marine Curing & Packing Co.
Tuna—Sardines—Mackerel

ROBERT L. STIX, INC.
CANNED and FROZEN FISH
National and Local Sales Representatives
Tuna, Bonito, Salmon, Lobster, Crabmeat, Shrimp, Sardines, Anchovies, Lobster Tails, Swordfish, Frog Legs, Icelandic and Danish Fillets, frozen Tuna.
260 West Broadway, N. Y. 13, N. Y.
Tel: WOrth 2-7527 TWX: NY 1-625

"Packed with the Wiggle in its tail"
NEW ENGLAND FISH CO.
Seattle, Wash.
Since 1868
Producers • Packers • Distributors
Canned • Fresh • Frozen • Seafoods

Tuna Sales are Healthy

Packers representatives and sales executives returned to Southern California from the Chicago conventions well satisfied the tuna market was in a very healthy condition sale-wise. The only problem was that within a couple of months, packers may not be able to supply the demand.

The pre-Lenten buying was large, having the effect of completely dissipating the meager carryover of canned tuna into the new year. The new crop was slow in coming to port, fishing being reported poor from Mexico to Peru for the long-range tuna vessels.

For the two initial months of 1953, total raw material received, including imports, was 14,585 tons; 647,208 cases. Of this total 2,374 tons was imports of Albacore, Yellowfin and Skipjack.

Removal of ceilings from canned tuna apparently had no effect on wholesale quotations. White Meat, fancy was offered at $16.00 advertised brands; $14.00 to $14.50, private label. Light Meat, fancy, advertised, was firm at $15.10; chunks at $13.50.

Packers had every vessel at sea, both clippers and seiners that could be readied. March should see a fair return of raw tonnage and April should complete the first cycle of trips, and put 50,000 tons—or 2,000,000 cases in first hands by May 1. It looked very much like a real shortage of the canned product may develop.

Japan Boosts Tuna Quotas Second Time

A new boost—the second—in tuna export quotas to the United States was announced in Tokyo in February. Upward revision of the quotas adds 3,000 metric tons of frozen tuna and 150,000 cases of canned tuna to the quantities which could be shipped to the United States during the year ending March 31.

The original quotas for the April 1, 1952, to March 31, 1953, period were: frozen, 12,000 tons; canned, 1,000,000 cases. The frozen quota was increased by 6,000 tons last September.

The final increase brought the quotas for the twelvemonth to 21,000 metric tons of frozen tuna and 1,150,000 cases of canned tuna.

Brechbill Firm Expands Into Frozen Seafoods

The Robert L. Brechbill Co., food brokers, who for many years have handled Columbia River Packers Association "Bumble Bee" canned seafoods in the Los Angeles area, are expanding their lines to include bulk and packaged frozen fish di sion, which will be in charge Steven Putnam, who has specialis for years in the wholesale selling seafood and packaged frozen fish

"Breast O' Chicken" Sales Reflect Advertising

"Breast O' Chicken" canned-tu sales are far ahead of the ea months of 1952, and were expec to be even greater as Westgate-C fornia's advertising program got der way in late February, accord to Harold Requa, sales and promot director.

The opening shot in the campa was fired in the February 23 issue Life magazine, and was followed space in other national circulat magazines.

Theme of the 1953 campaign "More protein than beef — actua 25% more!" Stressed in the adver ing copy, prepared by Foote, Cone Belding, is that tuna gives the nee protein with moderate calories those who are reducing.

The company's message is appe ing on 46 T.V. and 75 radio statio in addition to the national advertis program.

Edgewater Adds Line Specially for Anchovies

Edgewater Packing Co., Monter has added a new 5-oz. line, especia adapted for canning anchovies in mato sauce, according to Char Broad, president of the company.

Canco Shifts Bob Turner To L.A. Fish Can Sales

Robert A. Turner, a member of American Can Co. sales staff at S Francisco for some time, is be transferred to Los Angeles to be sa representative for the fish canning dustry in that district, according an announcement by R. C. Stolk, P cific division sales manager for company.

ow Meat Prices ffecting Fish Trade

Weakening in the price of nearly protein foods will intensify the npetitive position of the Pacific ast fish packing industry, in the nion of Roger Hager, vice-presi-nt of Canadian Fishing Co., Van-uver, B. C., who returned recently m a survey of eastern U. S. and nadian markets.

"The prices quoted for meat in the ies I visited were uniformly down, l fish prices will have to be propor-nately lower if we are to maintain competitive position," said Mr. ger. "At several chain stores, ces of meat were 25 to 30% lower n at the corresponding time in 2."

EATTLE MARKET

rices openly quoted at presstime for issue, per case, f.o.b. Pacific terminals.

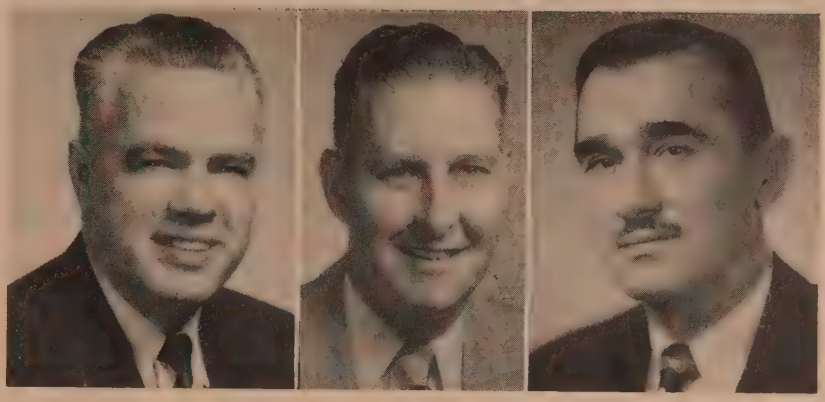
n	Price
ska Red, talls	$27-30
ska Red, halves	18.50
et Sockeye, halves	19.00
ium Red, Talls	20-21
ium Red halves	11.50-13
k, talls	20.00
k, halves	11-12
m, talls	15.50-16
m, halves	8.50-10

ote — Range on Medium Reds and ms reflects quality variation generally d on the season of packing. Alaska prices quoted are for goods packed n fresh fish. No quotations on Red talls n frozen fish were available at press-e.

Mrs. Hinde Only oman Salmon Broker?

Irs. Charles Hinde is now the sole ner and manager of Puget Sound kerage Co., formerly at 208 Co-bia St., Seattle, but now located in Central Bldg., Seattle. She is as-ed in the operation of the com-y by her sister, Mrs. Betty Swen-

acific Fisherman believes this to he sole ladies-only firm in the sal-n-selling business. Are we wrong?



The High Brass of J. P. Flanagan & Co.—Joe Flanagan, Walt Johnson and Pete Tachis.

J. P. Flanagan Firm Expands In North Calif. Fish Sales

Just six short years ago J. P. Flanagan & Co. was a one-man business, but that one man—J. P. "Joe" Flanagan—had plenty of ideas as to how to render better service as a sea food broker in northern California.

Now the company is located in a handsome suite of offices at 1301 Battery St., San Francisco, phone YUkon 2-3580: Teletype SF 652, and Joe is assisted by Pete Tachis and Walter B. Johnson.

Joe was well known in the fish business before he set out for himself in 1947. Before joining the Navy during the war he had had 20 years experience with Armour & Co., and so knew plenty about food distribution.

In 1949 he was joined by Peter Tachis. Pete started out in the fresh fish department of F. E. Booth, Inc., in San Francisco, which was later taken over by Consolidated Fisheries, Inc. Then Pete, whose experience covers all phases of the fresh and frozen fish business, put in 19 years with A. Paladini, Inc., San Francisco.

Early in 1952 Joe and Pete were joined by Walter B. Johnson. Walt was previously general manager, Fishermen's Federation, Inc., Seattle, and before that was associated with the Halibut Producers Cooperative, also Seattle. Then came six years in he Army. Walt started in the fish business as a fisherman out of Prince Rupert, B. C., and then was at Prince Rupert with Canadian Fish & Cold Storage Co., now owned by British Columbia Packers, Ltd.

Since the company had grown to such proportions in five years, with two associates being added, it was only natural that a move must be made to bigger and better quarters in the new Merchants Ice & Cold Storage Co. building on San Francisco's Embarcadero, handy to rail, truck and sea transportation.

This will allow still better service to both principals and customers. The company has immediate access to brand-new cold storage facilities, capable of holding 6,000,000-lbs. of sea foods.

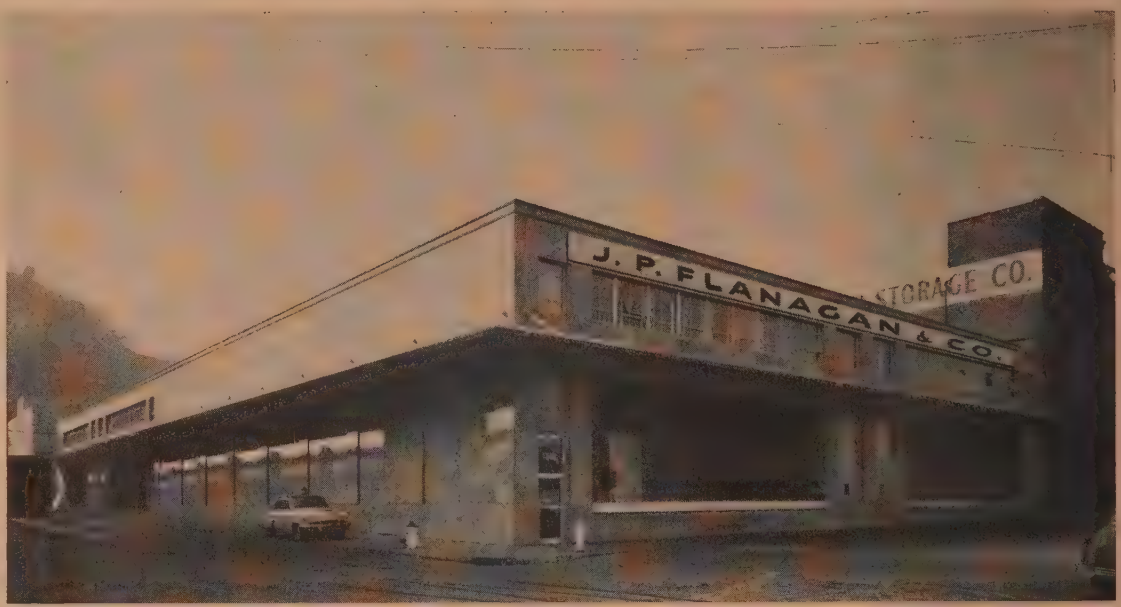
The staff is housed in a large and pleasant suite of offices. States J. P. Flanagan: "We are enjoying an ever increasing favorable reputation for prompt service and quality merchandise. We will be glad to hear from any sea food producer desiring representation in Northern California."

J. P. Flanagan & Co. handles all species of fresh and frozen fish, shell fish, shrimps, prawns, shrimp meat, and imported items.

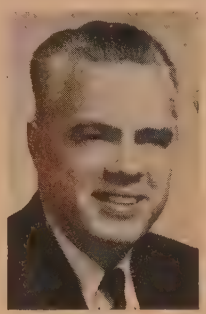
The company has branched out into canned fish sales, including salmon, tuna, oysters, shrimps and clams.

New quarters of J. P. Flanagan & Co. on the Embarcadero in San Francisco

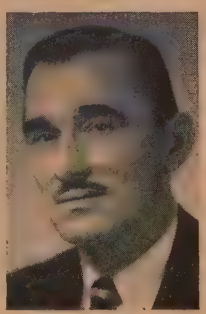
NEW HOME . . .
NEW FACE . . .
But the Same FINE SERVICE



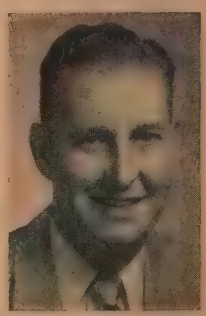
New home of J. P. Flanagan & Co., 1301 Battery St., San Francisco. Here we have immediate access to brand new cold storage facilities, capable of holding 6,000,000 lbs. of sea foods. Easy parking, and close to rail and steamship facilities on the water front.



J. P. FLANAGAN



PETER TACHIS



WALTER B. JOHNSON

J. P. FLANAGAN & CO.

1301 Battery St., San Francisco, Calif • Phone: YUkon 2-3580 • Teletype SF 652

Sales Agents Handling

All Species of Fresh and Frozen Fish . . . Shell Fish . . . Shrimps . . . Prawns
Shrimp Meat . . . Imported Items

CANNED SEA FOOD DEPARTMENT

Salmon . . . Tuna . . . Oysters . . . Shrimps . . . Clams

We Will Be Glad to Hear From Any Sea Food Producer Desiring Representation in Northern California

EATTLE WENT ALL OUT FOR SALMON DISPLAYS DURING NATIONAL CANNED SALMON WEEK
outs shown are typical of the cooperation of business houses. From left, top row: American Express Sunde & D'Evers Co., National Bank of Commerce. Lower row: Northwest Airlines, Alaska Steamship Co., United Air Lines and Pacific National Bank.

l Salmon Promotion nmittee Sets Program

embership of the Canned Salmon, promotion committee was ex- ed to its full strength of 18 mem- in March, and as members re- ed from the National Canners ciation and National Food Brok- onventions the machinery began urn toward activating the pro- n.

e temporary committee of nine bers met and selected another men to fill-out the committee and ake it well-rounded and repre- tive of packers from all size ps and geographical districts.

e full committee is composed of: y V. Graham, Libby, McNeill & ; H. B. Friele, Nakat Packing oration; John S. McGowan, Col- a River Packers Association; N. Plancich, Fishermen's Pack- Corporation; E. O. Paup, P. E. is Co.; Aubin Barthold, Alaska ers Association; A. Petersen, New England Fish Howard Scott, Pacific American ries; Carl Rubinstein, Farwest, rmen, Inc.; William Coyne, An- Islands Canning Co.; William rt, San Juan Fishing & Packing A. W. Brindle, Wards Cove Pack- o.

arles D. Alhadeff, Whiz Fish cts Co.; Harold Parks, H. M. s Co.; Jack Lind, General Fish Mark Jensen, Washington Fish & Oyster Co.; John Allen, Alaska Pacific Salmon Corporation; Vance Sutter, Fidalgo Island Packing Co.

O. E. Shostrom, Salmon Inspection Specialist, Dies

O. E. "Gene" Shostrom, who made a life work out of a single specialty—quality inspection of canned salmon—died in Seattle late in February following an operation for amputation of a leg. He was 58.

It is to be doubted if any other man has ever opened and inspected so much canned salmon as he in the 34 years that he was associated with the Northwest Branch of the National Canners Association, which he joined soon after his Army service in World War I.

A chemist, he came to specialize in the cutting, examination and quality rating of canned salmon as that came more-and-more to be a function of the Northwest Branch. With the establishment of its inspection laboratory, first at the Salmon Terminals, and then at the Spokane Street Terminal, Seattle, he devoted most of his time to this phase of the industry's quality control program.

Acceptance by the Food and Drug Administration of the N.C.A. inspection certificate for salmon was due in no small degree to the integrity and objective character of Mr. Shostrom's examination.

Japanese King Crab Target 50,000 Cases

The Japanese King crab expedition to Bering Sea in 1953 is expected to have a target of about 50,000 cases, of which 40,000 would be of the first grade. This is disclosed in the application of the three largest fishing companies of Japan for license of a joint operation.

They plan a five-months operation of a floating cannery served by six large and six small catcher boats, the large boats being on the order of 60 to 70 gross tons each.

Fishing would be both by means of tangle nets and trawls, with a catch target of 630,000 crabs by tangle nets and 470,000 by trawls.

Schedule calls for departure from Japan April 8 and return Sept. 29.

Van Camp Negotiates $3 Million Loan

Van Camp Sea Food Company, Inc., has sold a 4.30%, 12-year $3,000,000 promissory note to the Prudential Insurance Company of America, it was announced in March by Gilbert C. Van Camp, president.

Proceeds are to be used to finance the increased volume of business generated by the company's growth in the past few years. This note also refunds the $1,640,000 balance of the $2,000,000 issue purchased by Prudential in 1940.

Skipper, Mike Cavanee says of his new

P&H MARINE DIESEL 2-cycle...

P&H Marine Diesel Model 387CM, 66 h.p. at 1400 r.p.m.

"I think it's one of the best engines there is!"

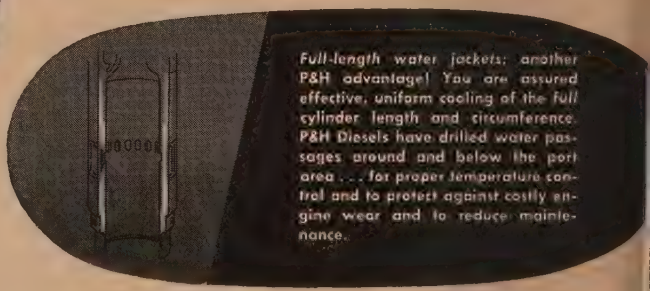
This man's talking from experience! Mike Cavanee of San Diego, California, is a veteran fisherman. He knows boats *and* diesels. So, you can be sure the P&H Model 387 CM Marine Diesel powering his 38 foot albacore boat is a real performer when he says:

> "I think it's one of the best engines there is. Since repowering with this P&H Marine Diesel, we have made two trips down the coast of Mexico, each time getting 5 tons, worth $1750. The first trip of 24 days we used 498 gallons in a total running time of around 300 hours.
>
> "For full power, or for slow trolling speed, we found the P&H Marine Diesel thoroughly dependable and completely satisfactory."

A fine report, Skipper Cavanee. Thank you. It's typical of what fishermen everywhere are saying about the performance and economy of P&H Marine Diesels. The reason is that *these* are more modern engines — America's newest designed diesels. They incorporate dozens of engineering advancements not found in any other diesels.

P&H Marine Diesels are two-cycle . . . *every* down stroke of the piston is a power stroke. They are simpler diesels, easier to understand and take care of. You can replace a complete cylinder head assembly in only 40 minutes — without dropping the pan! And, P&H Diesels give you more power for their size and weight. That means larger payloads.

Get all the facts on P&H Marine Diesels. Models from 20 to 138 h.p., 2, 3, 4 and 6 cylinders. See your P&H representative or write us.


Full-length water jackets: another P&H advantage! You are assured effective, uniform cooling of the full cylinder length and circumference. P&H Diesels have drilled water passages around and below the port area . . . for proper temperature control and to protect against costly engine wear and to reduce maintenance.

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HARNISCHFEGER CORPORATION
CRYSTAL LAKE, ILLINOIS

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).F.I. Vessel Catches na with "Attractant"

uarded acknowledgment of some ree of success in the use of an at-tant extract in place of live bait una fishing is carried in the Pa- Oceanic Fisheries Investigation's ase covering the cruise of the arch vessel *Charles H. Gilbert* on ch preliminary tests of this ex-t were made.

he attractant is prepared by Dr. ert Tester of the zoology depart-t of the University of Hawaii, king under a research grant from F.I. Language of the release an-ncing initial successful use of the act follows:

The *Gilbert* . . . carried out pre-nary tests on the use of chemical attractants in place of live bait. s planned to explore further the of this tuna attractant developed Dr. Albert Tester of the Univer- of Hawaii. If the fish extract can uccessfully applied at sea to take place of live bait in chumming Skipjack it will have wide appli-on here (Hawaii) and off the t Coast of the United States as . Several tuna were captured and put in the ponds at the versity of Hawaii Marine Labora- at Coconut Island for further ng of the chemical attractant."

xican West Coast imping Falls Slack

exico's Pacific shrimp fishery was inuing to decline as March began. the two months, January and uary the total crossing the inter-onal borders of Arizona and Cali-ia was approximately 2,525,000 as against 4,200,000 lbs., for the e period last year.

nall parcels of frozen shrimp e in from Argentina, 36,110 lbs., from Panama, 11,880 lbs.

ith demand brisk and stocks at a mum—in fact some counts were usted and not being quoted—quo-ns for top quality, layer pack, e brands, were high. Under 12 quoted at 95c per lb., 5c above year; 12-15 also 95c, which was bove the same period in 1952.

an Cobb" Testing Alaska Shrimp Beds

sting of the Southeast Alaska p and other shellfish resources ng resumed this spring by the ratory vessel *John N. Cobb* of . S. Fish and Wildlife Service, starts this month off Yakutat program which will take her to Cross Sound and the west of Chicagof Island, notably in haz Bay area.

e will fish both trawls and traps, will keep a careful record of m conditions as well as catch emperatures.

"Charles H. Gilbert," research vessel of the Pacific Oceanic Fishery Investigations, is seen here departing from Pearl Harbor on a voyage which may prove historic in the annals of tuna fishing. On it she tested successfully in actual tuna fishing a chemical fish attractant extract prepared by a project sponsored by P.O.F.I. L. K. Smith, general manager of "Pacific Fisherman," was in Honolulu at the time and took this picture as the vessel sailed.

Better Loran Service Needed By Calif. Tuna Fishing Fleet

Better loran service off the coast of Lower California would be of utmost benefit to the American tuna fleet, as well as to coastwise shipping, and is being sought by California fishermen working the tuna banks, according to C. W. Davis, loran application engineer for the marine sales department of the Sperry Gyroscope Co.

Loran is being widely used by fishermen on the Pacific Coast (major portion of Columbia River trawl fleet being equipped with these instruments) but the tuna industry is handicapped in utilizing this valuable aid by the lack of effective loran coverage south of the U. S.-Mexico border.

Lack of stations in that region is the most serious factor, but the curvature of the coastline also contributes, as its convex shape reduces the effective service area of each pair of installations.

The loran coverage is especially poor south of Point Arguello, Calif., and in the coastal area off lower California. Coastal shipping and fishing boats in particular could make good use of loran if coverage could be provided south from Point Arguello to the Panama Canal, and as far west as the Galapagos Islands.

He made the suggestion that if arrangements could be made with the Mexican government to place a loran station on the island of Guadalupe, it could be tied in with existing station at Point Arguello, as well as with another new station which might be located somewhere in Lower California. He reasoned that these two additional stations would go a long way toward providing service needed by Pacific fishermen.

The Coast Guard is no doubt aware of the lack of coverage in this part of the South Pacific, but because military considerations must take precedence, nothing is likely to be done to extend the loran coverage into this area unless commercial shipping companies and fishermen make their needs known by writing to the Commandant of the U. S. Coast Guard, at the Coast Guard Headquarters at Washington, D. C.

Bell Sells Live Trout from Tank

Bell Smoked Fish Co., Fishermen's Wharf, San Francisco, has installed a 1,000 gal. holding tank for trout.

The trout will be provided by Hildebrand Trout Farms and are delivered in tank trucks.

Bell Smoked Fish Co., of which Joe Tarantino is managing partner, will butcher the trout and deliver them to their customers.

Acheson Is Continental B. C. Sales Manager

J. W. Acheson has been appointed district sales manager, Pacific district, of Continental Can Co. of Canada, Ltd., with headquarters in Vancouver, B. C., where the company is building a new plant in the Burnaby district.

Quality Always

FOR many years the canned salmon industry has utilized its resources to give consumers a better product constantly improving production and distribution methods.

Today, the industry offers with pride a consistently fine basic food that is rich in nutritional value, appetite appeal and adaptability to modern mealtime needs.

A one-pound can of salmon contains enough health-building goodness to feed a family of four a delicious, satisfying meal. High in protein content, it boasts many other essential food requirements also. *Canned salmon is actually an economy food!*

All the facilities of Pacific American Fisheries are pledged to continued development of the industry.

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South Bellingham, Washington
"Quality Always"

Sales Subsidiary: **DEMING & GOULD COMPANY, South Bellingham**

ılter Gillis Retires; ı Bill Succeeds

alter H. Gillis, vice president and ager of production for Van Camp Food Company, Inc., Terminal ıd, retired from active executive t February 19 and was succeeded is son, W. J. "Bill" Gillis.

native Californian, Mr. Gillis was at Arcata; went to school at Jose. He was manager of the antile department of the Ham- l Lumber Company, Eureka, 1895 to 1917. Then, along with ral other lumbermen, he put up money to start the White Star ning Company, which originated cken of the Sea," now Van p's top tuna label.

1922 White Star became one of ral canning companies to be con- ated under the Van Camp ban- and Mr. Gillis was made vice dent. He will continue to hold office and remain a member of executive council; and will also tive in the firm's governmental rs.

ill" Gillis learned the fishing in- y from the bottom up, going to right after graduating from ol. He spent three years on tuna ers; then started on through the eries various operative depart- s at Terminal Island.

1941 Bill was made manager of ompany's Astoria plant and was of the first to pilot an airplane scouting fish schools. In 1947 he named assistant production man- holding that position until d to succeed his father.

ıada Cuts Duty on s Engines and Cable

e Canadian government's 1953 et granted commercial fisher- an important tariff concession in urchase of gasoline engines and lete parts.

soline engines are now in the category as existed previously iesel engines; that is, free under British preferential and most fa- nation (including U. S.) tariffs, a 15% duty under the general

eviously, gasoline engines were ed into Canada, when for use ats bona fide owned by individual men for their own use in the ies at the rate of 12½% from . S. and other most favored na- Engines for use by others than men were subject to a 20% and the general tariff was 30%. e rope or cable, coated or not, exclusively in commercial fish- s also covered by tariff reduc- Previous to the budget an- ement, the rate was 15% on h imports, 25% on U. S. and general tariff. Now, British wire or cable is admitted free, and . S. imports the tariff has been rom 25% to 10%.

Walter H. Gillis, one of the pioneers of Van Camp Sea Food Company, Inc., who retires from active executive work as vice president and production manager. With him is his son, W. J. "Bill" Gillis, who succeeds his father as production manager.

Anchovy Fishing Hits Price Hike Hitch

Anchovy fishing came to a halt the early part of last month when Monterey and San Francisco fishermen went on a "holiday." It was reported they were asking $50 per ton for anchovies. The price has been $42.50 for some time.

Very few fish were taken during the month of February due to storms, but in one week about 1,850 tons were landed at Monterey Bay canneries, this included 850 tons landed on Feb. 13, the largest single day's receipts to date.

During January some 26,888 tons were landed, 106,709 cases of ovals t/s 104,828 cases 8-oz. round; 103,539 cases 8-oz. oblong; and 342,877 cases of 5-oz. 100s, were packed in California.

Dr. Rich to Java On Point 4 Project

Just five days before he went out of office, Oscar L. Chapman, then Secretary of the Interior, dispatched Dr. Willis H. Rich, fisheries biologist and ornithologist, to Djakarta, Java, to check-up on the progress of a Point 4 program there.

He'll also stop-in at Iran to talk fish with William E. Warne, Point 4 director, who was formerly one of Mr. Chapman's assistants charged with supervision over Alaska. By way of variety, Dr. Rich also will visit Afghanistan, where there's a project for raising pond-fish.

Millerd Selection Hints Possible Salmon Support

Francis Millerd, head of Francis Millerd & Co., Vancouver, B. C., fishing and packing organization, has been appointed a member of the Fisheries Price Support Board of Canada.

The appointment is regarded as significant that the Canadian government may contemplate financial assistance to British Columbia fishermen. While the Price Support Board has been in existence for several years it has so far made no allocations of funds in the west coast area.

John G. Peterson, Washington Fish & Oyster Co. of California, attended the annual sales meeting of Sea Pak Corp., St. Simonds Island, Ga. Later he flew to New Orleans and drove from there to Biloxi and Houma, La., and back to New Orleans, flying home.

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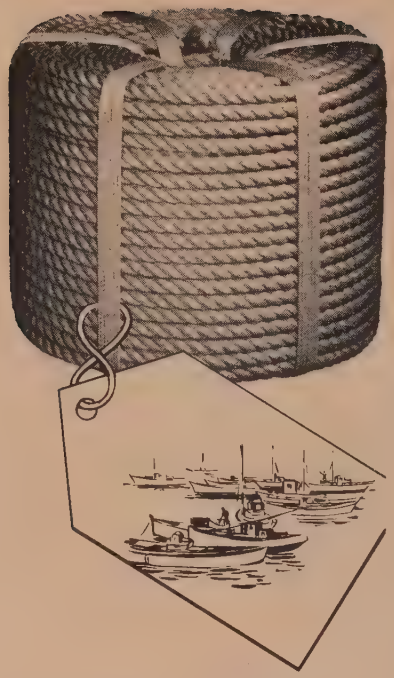

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F. Alioto Firm Buys General Fish Co., S. F.

F. Alioto Fish Co., San Francisco, has purchased the business and equipment of the General Fish Co., also San Francisco.

The two firms are among the best known wholesale sea food producers and merchandisers in northern California. The F. Alioto Fish Co. has moved its headquarters from the foot of Leavenworth Street, Fishermen's Wharf, to the two story building long occupied by S. F. International Fish Co. and then the General Fish Co. at 535 Washington St.

The General Fish Co. was a successor to the S. F. International Fish Co., which was founded in 1910 when the International Fish Co. and the San Francisco Fish Co. merged. All of the principals in the General Fish Co. and the F. Alioto Fish Co. were intrested at one time in the S. F. International Fish Co.

The S. F. International Fish Co. was liquidated in 1941, and at that time G. Alioto founded the General Fish Co. He is a brother of Frank Alioto, partner in F. Alioto Fish Co. G. Alioto will retire from the fish business it is reported.

After leaving the S. F. International Fish Co. Frank Alioto, Sal Tarantino, and Tom Lazio, became partners in F. Alioto Fish Co. Fran
oto and G. Alioto are brothers
Alioto and Sal Alioto, princip
Consolidated Fisheries, Inc.,
San Francisco seafood producir
wholesale firm. At one time th
brothers were all together in
International Fish Co. with
Lazio and Sal Tarantino.

In 1923 I. Alioto and his broth
went into the fresh fish depar
of F. E. Booth Co., Inc., and th
two formed the Consolidated F
ies, Inc., in 1933.

Tom Lazio left S. F. Interna
Fish Co. in 1941 and formed
Lazio Fish Co. with headquart
Eureka and a branch in San
cisco. Later he became a pa
also, in F. Alioto Fish Co.

The F. Alioto Fish Co. will
its receiving facilities and hea
ters at Fishermen's Wharf, bu
the premises of the General Fi
they gained 11 fish holding boxe
one sharp freezer, as well as
modern facilities.

The company specializes in th
duction of fresh, frozen, smoke
salted fish; shell fish, and whol
other sea food items.

The company is now proc
mink and trout food at its F
men's Wharf plant, from offa
scrap. The minced scrap is h
wet in water proof 50-lb. bag
frozen.

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ırkets, Exchange, rrency Concern nadian Council

arketing, exchange and currency blems, merchandising and other jects bearing on the economics of industry will be given priority at- ion at the annual meeting of the ıeries Council of Canada, to be in Ottawa April 20-22.

anada's new minister of fisheries, . James Sinclair of Vancouver, address the convention, which be presided over by Ronald G. th of Halifax, president of the ncil.

mong west coast delegates will be . Hager, vice-president Fisheries ncil of Canada and vice-president anadian Fishing Co.; Norman Hy-, general sales manager, and R. Winslow, frozen fish department, . Packers; Francis Millerd, past ident of the Council and head of ncis Millerd & Co.; Richie Nelson, ion Bros. Fisheries, and Jack Mac- ld, secretary of the B. C. Fisher- Association, all of Vancouver.

ordon O'Brien, manager of the ncil, has advised *Pacific Fisher-* that he has received a pre-con- ion message from Charles Al- ff, president of N.F.I., stating the real leaders of the industry be represented at the Fisheries ncil and N.F.I. meetings. "The who attend these meetings," e Mr. Alhadeff, "are always ex- ling their horizons. They keep ast of new developments by ntaining contacts with other lead- in the business. These leaders owledge that they frequently people at these assemblies who smarter than they are, who pos- more knowledge, more ideas and greater drive and greater urge ccomplishment."

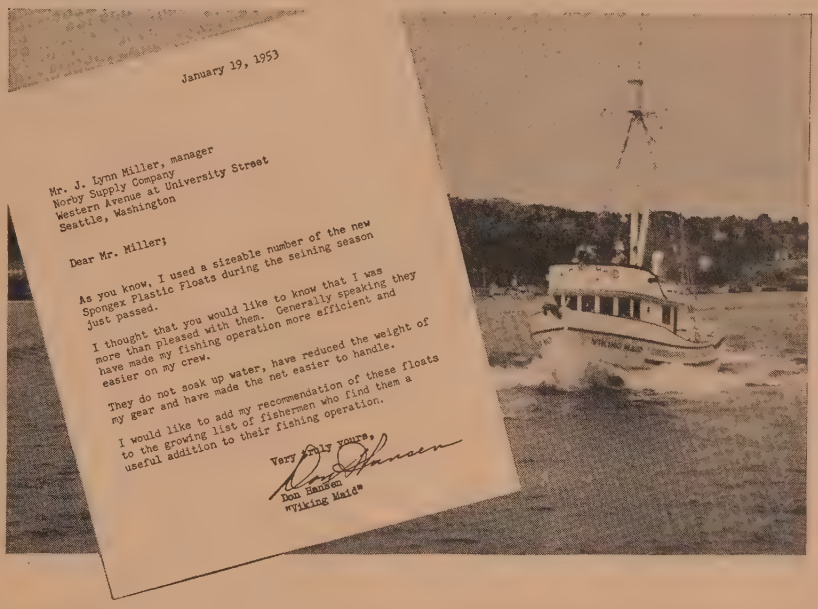
lif. Mackerel Fishery ds in 1st Quarter

uthern California's mackerel ry had temporarily collapsed as h began. The initial two months 53 had produced only 763 tons; cases. For the same period in considered poor—the catch had 3,212 tons; 53,021 cases.

bruary's fishing was especially only 81 tons being brailed at eries in Los Angeles Harbor, a scant 618 cases being packed. moval of price ceilings permitted ers to raise the wholesale quota- on Jack, talls—48, to $8.00. For on-existent Pacific mackerel, the was $8.50.

ckers were filling in on squid waiting for mackerel fishing to ove. During February canners led 2,063 tons and packed, in tall 92,843 cases. The product will ably all go to the Orient. Whole- price, f.o.b. Pacific terminals was , but expected to rise.

More and more seine fishermen are using SPONGEX PLASTIC FLOATS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Mr. J. Lynn Miller, manager
Nordby Supply Company
Western Avenue at University Street
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Dear Mr. Miller;
As you know, I used a sizeable number of the new Spongex Plastic Floats during the seining season just passed.
I thought that you would like to know that I was more than pleased with them. Generally speaking they have made my fishing operation more efficient and easier on my crew.
They do not soak up water, have reduced the weight of my gear and have made the net easier to handle.
I would like to add my recommendation of these floats to the growing list of fishermen who find them a useful addition to their fishing operation.
Very truly yours,
Don Samsen
"Viking Maid"

Spongex cellular plastic floats:

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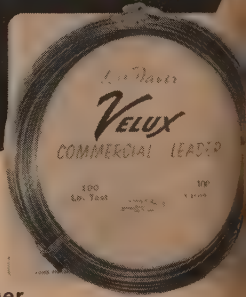

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ton Wilbur Heads China Study

ton Wilbur, head of Wilbur-o., San Francisco, world wide in sea foods and fishery prod-as been appointed team leader survey of Indo-China by Presi-isenhower under the Mutual y Administration.

e briefing in Washington D. C. ilbur and the three other mem-his team left via Air France gon. The purpose of the mis-to evaluate the efforts of MSA.

can Freezership s Cabrilla Fillets

or Ferreira's big freezer *El ense* was sent this spring into lena Bay, Lower California, to and package fish fillets deliv-feeder boats. According to a to *Pacific Fisherman,* from the r-administrator of Pesquera E ializadora de Guaymas, the ound Cape San Lucas and to at bay on the west side, was successful.

had bad weather most of the we were there," said Mr. Fer-but we gained very valuable nce that we hope to capitalize r.

brought in 15,000 lbs. of ca-sea bass) in 5-lb. carton, each ning 5-to-6 individually-d fillets. These we shipped to Koulouris & Casaretto Company, Los Angeles, for Rubenstein & Son Products, Inc., Dallas, Tex."

At the conclusion of the experiment, the *El Guaymense* and her trawler fleet was dispatched to Salina Cruz for the shrimp run there. Mr. Ferreira then went on to New Orleans for the meeting of the Shrimp Association of the Americas, of which he is secretary.

Court Throws a Block On the Pelton Dam

The salmon of the Columbia River got a break at last in December when a circuit court decision sustained the refusal of the Oregon hydroelectric commission to permit the Portland General Electric Co. to build its projected Pelton Dam on the Deschutes River.

It will be recalled that the Federal Power Commission granted a permit for this dam, despite the fact that the Deschutes is wholly within the State of Oregon, and cannot by any stretch of imagination be considered navigable. This federal action also was taken in the face of a state law which requires approval by the Oregon Fish Commission.

This approval had been denied, which was the basic reason for the state hydroelectric commission refusing to permit the project.

While the Federal Power Commission is an independent agency and no part of the Department of the Interior, it will be interesting to note the attitude of the Federal commission with respect to seeking to override the Oregon courts with new Secretary of the Interior Douglas McKay intimately acquainted with the situation and the motives of the Oregon Hydroelectric Commission and Oregon Fish Commission, both of which he appointed as governor of that state.

Senatorial Assignments Strategic for Fisheries

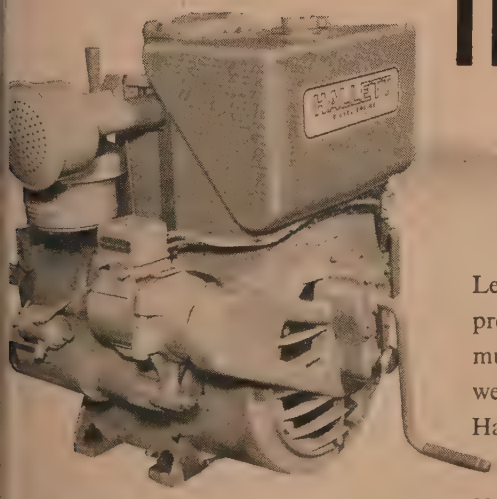
Committee assignments of Pacific Coast senators in the new Congress appear to give that area favorable representation on those committees which count most for the fisheries.

On the Senate Committee on Interior and Insular Affairs, which handles such matters as Alaskan statehood and the Trust Territories, are Senators Guy Gordon of Oregon, No. 3-ranking Republican; and Senator Thomas H. Kuchel of California, the "freshman" senator who was appointed to Vice President Nixon's former office.

Committee on Interstate and Foreign Commerce, handling fishery laws, counts only one Pacific Coaster, Senator Warren Magnuson of Washington, No. 2-ranking minority member.

Foreign Relations, which handles treaties, includes Senator William F. Knowland of California.

lightweight



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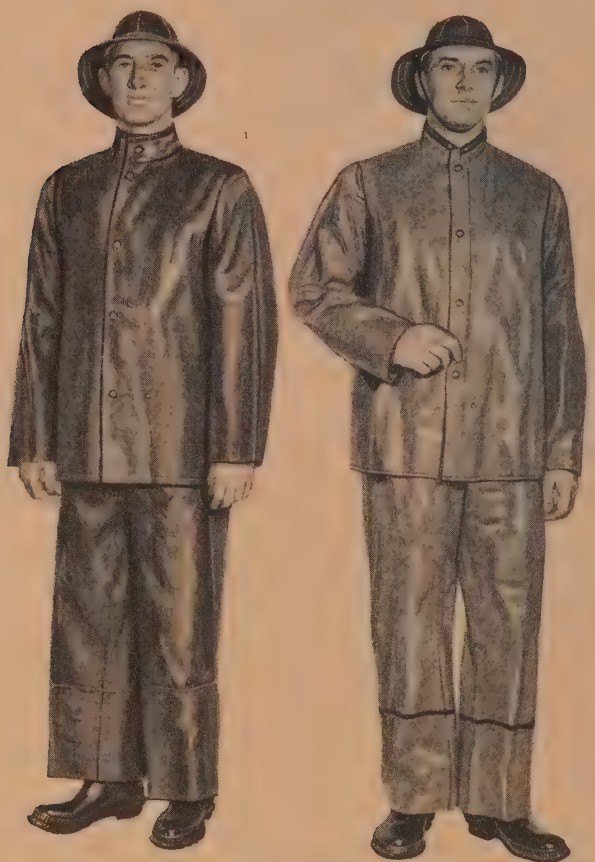

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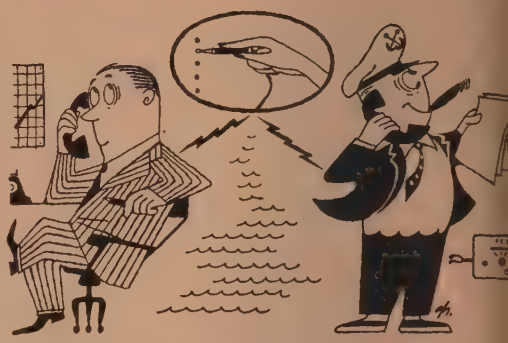

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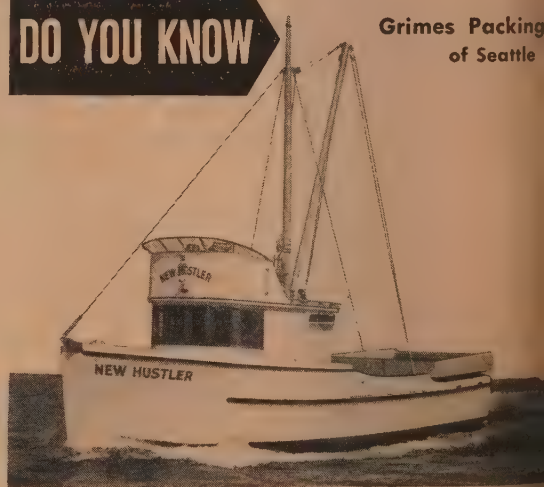

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t What ARE Canned Sardines?
cle Sam May Seek the Answer

ability that the Food and Drug stration will initiate procedure establishment of "standards tity" for canned sardines is the concluding paragraphs of ess delivered at the National Association Convention, Chi- y Dr. John L. Harvey, associ- missioner of the F.D.A.

w of their possible importance California sardine industry, rticularly in connection with sibility that such standards ermit anchovies to be packed nes, Dr. Harvey's remarks on ject are published here in full:

ng the products that may be ed for early consideration toward a standard of identity ed sardines. In spite of the t sardines in cans have been produced and distributed ar- commerce in many parts of ld for a great many years, stion of just what the con- onsiders a sardine is still very sputed. Is it a variety of fish, up or family? Is it a style of several styles? Does it in- rge mature fish or are sar- nall immature fish? What are issible packing media? These er questions still exist. Is it better to settle as many of these questions as possible in the courts or should all the questions be resolved by hearing evidence? The interests of importers and the various areas where sardine-like fish are packed or have been packed in the United States and the many different styles and kind of fish involved create quite a problem of reconcilation before any generally acceptable identity standard can be evolved. It seems to be beyond argument that the consumer has a right to be a thoroughly bewildered citizen. One might say, 'He pays his money and takes his chances.' It is to be hoped for the welfare of packers as well as the public that this unsatisfactory situation will be adjusted by early hearings."

Rerring to the status of tuna and salmon standards, Dr. Harvey said:

Canned tuna: Standard of identity and for fill of container. This hearing is being delayed beyond schedule to afford industry opportunity to do additional study, which is now in progress. I expect that the hearing will be heard before the end of this year.

"Canned salmon: Standard of identity and fill of container: Field work on this one is still in progress. I make no guess as to when it may be ready for hearing."

Western Men Occupy Key Interior Posts

Several of the key posts in the Department of the Interior have been filled by Western men who may be expected to have a better-than-usual understanding of the natural resource and conservation problems of the Pacific; an understanding which they share with their chief, Secretary of the Interior Douglas McKay, formerly governor of Oregon.

Undersecretary will be Ralph A. Tudor of San Francisco, president of an engineering firm maintaining offices in Portland and San Francisco.

Assistant Secretary of the Interior in charge of the Fish and Wildlife Service, Bureau of Land Management, Bureau of Indian Affairs, and Office of the Territories—all agencies of direct importance to the fisheries—is Orme Lewis of Arizona, where he is reported to have had extensive experience in connection with reclamation and Indian matters.

Assistant Secretary for Reclamation and Power Administration will be former Governor Fred G. Aandahl of North Dakota.

Larry Smyth, for many years political editor of the Oregon *Journal,* Portland, becomes director of information for the Department of the Interior.

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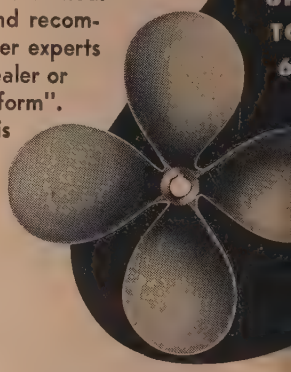

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LINES and LEADERS

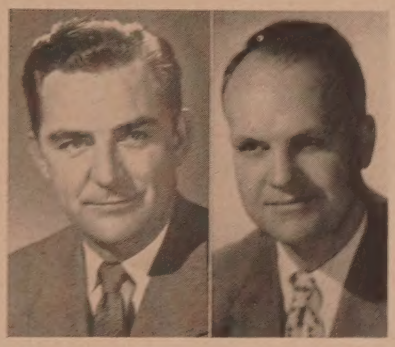
Marathon's Stepped-Up Selling Advances Pacific Coasters

Fred Deutsch, recently named frozen food packaging sales manager for Marathon Corporation, Menasha, Wisc., has announced appointments of regional sales managers and a merchandising manager to assist him in the company's accelerated program of frozen food packaging sales.

By the changes, Hugh W. Hicks becomes Western Sales Manager; and Kenneth G. Houts merchandising manager.

Mr. Hicks, who has been with Marathon since 1938, held various positions in the Sales Division until his appointment as general sales manager for the Western Region in 1947. Under the company's new division of duties, giving more emphasis to individual packaging lines, Hicks will supervise the activities of all Marathon frozen food packaging salesmen in the region covering Montana, Wyoming, western Nebraska, western Kansas, northwestern New Mexico, and all areas west of these states. San Francisco will be headquarters for Hicks, who has been vice president and treasurer of the Western Packaging Association since 1949.

Coming to Marathon in 1942, Mr. Houts worked as a sales assistant in the Menasha office for a year and then became a sales representative in the Seattle, Wash., territory. He held the latter position till being named merchandising manager for frozen food packaging. The new position brings him back to the main office in Menasha.

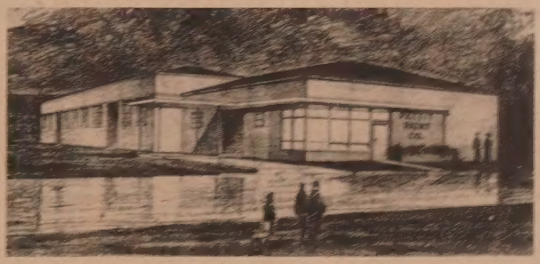


Hugh W. Hicks *Kenneth Houts*

Pettit Paint Co. Moves To New Pacific Headquarters

The Pettit Paint Co., Inc., with headquarters in Belleville, N. J., manufacturers of the well known line of marine paints, varnishes, and specialties, has moved into its new Pacific Coast quarters at West 135th Ave., San Leandro, Calif.

Here, in this modern warehouse are all facilities to serve the marine trade, distributors, boat builders, etc., according to Richard M. Larrabee, vice-president and manager of Pettit's West Coast operations.



Artist's rendering of the new Pacific Coast headquarters of the Pettit Paint Co. at San Leandro, Calif.

Mr. Larrabee said that the new warehouse will speed up deliveries to West Coast customers from Alaska to Mexico. A complete line of Pettit products will be maintained at all times, in sufficient quantities to handle all orders. Mr. Larrabee indicated that the ultimate goal of the company was to manufacture its line of marine paints, varnishes, and specialties at the San Leandro plant.

The Pettit Paint Co., Inc., distributors on the West Coast are: Nordby Supply Co., Seattle and Ketchikan; The Beebe Co., Portland and Astoria; Carstens Marine Supplies, Spokane; Gray's Motor Service, Inc., Salt Lake City; B. H. Hebgen, Ltd., San Francisco and Los Angeles; Nuttall-Styris Co., San Diego; Outdoor Equipment Co., Las Vegas; Jack Bolton Marine, Denver; and Adanac Marine Supply Co., Ltd., Vancouver, B. C.

Western Wax in Chicago

Effective March 1 Western Waxed Paper Division, Crown Zellerbach Corporation opened a Chicago, Illinois office with Robert L. Zilligen in charge. He will act as a sales representative, handling primarily frozen food wraps.

Russell Hendricks, left, vice president in charge or sales, E. H. Edwards Co., at a recent press preview of the expanding plant, discusses points of a heavy sample of the firm's wire rope with Kermit Williams, executive vice president, and Sterling Edwards, president of the company.

Edwin H. Fitler Co. Opens New Plant in New Orleans

Notable even in the South, where notable new plants are a commonplace, is the new rope and cordage factory of the Edward H. Fitler Co., which went into operation early in 1953, after a year of careful planning and construction.

The veteran rope-manufacturing firm has specialized in southern business from its beginnings in Philadelphia 149 years ago; and now is actively engaged in manufacturing rope in a plant which cost $1,250,000 and has a capacity of more than 10 million pounds of rope annually.

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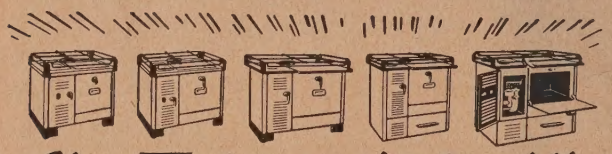

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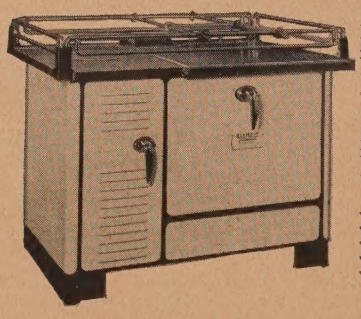

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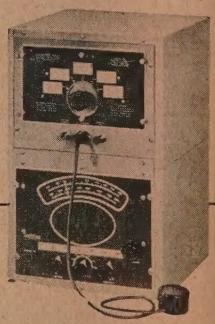

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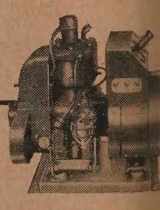

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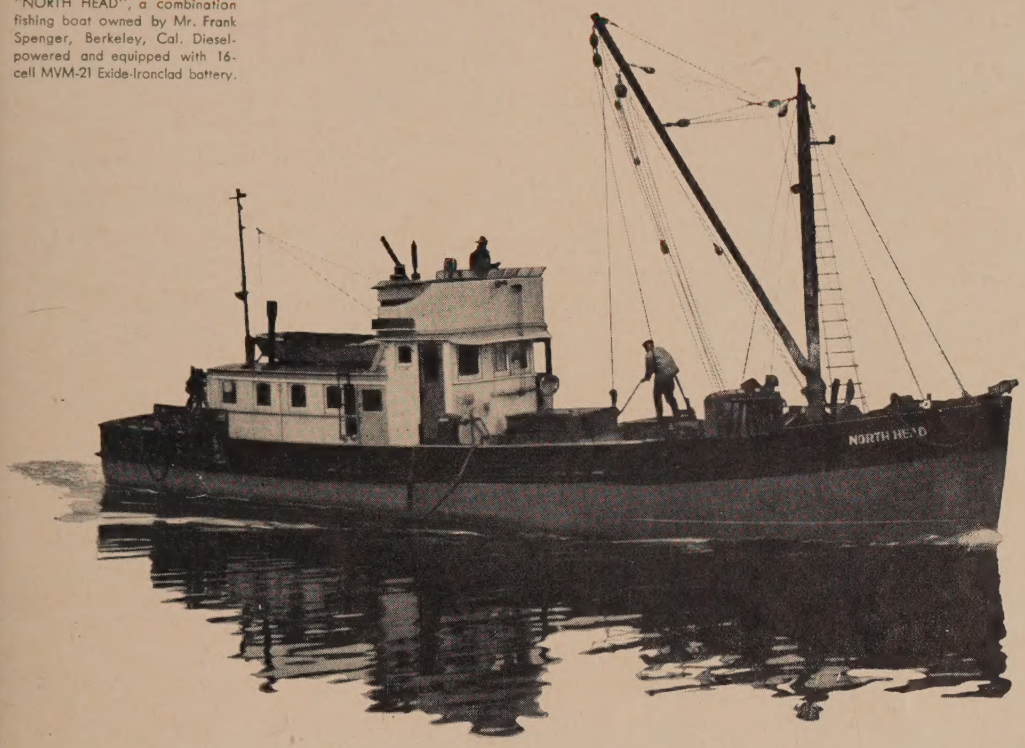
"NORTH HEAD", a combination fishing boat owned by Mr. Frank Spenger, Berkeley, Cal. Diesel-powered and equipped with 16-cell MVM-21 Exide-Ironclad battery.



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